

Appendix S

Stakeholder Meetings and Correspondence

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ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 • (217) 782-2829

PAT QUINN, GOVERNOR

JOHN J. KIM, DIRECTOR

FEB 05 2013

BUREAU OF PROGRAMMING
RECEIVED

FEB 11 2013

DISTRICT #1

Mr. Steve Schilke, P.E.
Consultants Studies Unit Head
Illiana Project Manager
201 W. Center Court
Schaumburg, Illinois 60196

Mr. James A. Earl, II, P.E.
Project Manager
Indiana Department of Transportation
100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204

RE: Illiana Corridor – Final Environmental Impact Statement & Record of Decision

Dear Mr. Schilke & Mr. Earl:

The Agency has no objections to the project; however, a construction site activity stormwater NPDES permit is required for construction of the Illiana Corridor project. You may contact Al Keller at 217-782-0610 with any questions. In addition, Community water systems will need permits from the Division of Public Water Supplies if any water mains need to be relocated. You may contact David Cook with any questions at 217-782-9470.

Also, solid and hazardous waste must be properly disposed of or recycled.

Sincerely,

Lisa Bonnett
Deputy Director

By: Kesti Susinskas Date: February 12, 2013 Time: 9:20 ☒ AM ☐ PM

Project: Illiana Corridor Study

Individual: Renee Thakali Title: _____

Organization: Midewin / US Forest Service Location: _____

Phone No.: 815-423-2114

Subject: Parcel 03 17 24 200 001 0000

Items Discussed:

Renee stated that the Shawnee office of the US Forest Service received the 'Dear Landowner' letter for the referenced parcel. This parcel was purchased by Midewin about 10 years ago.

She is concerned that B3 may be impacting this Midewin owned parcel, even though the EIS states that Midewin is not directly impacted by B3.

She would like verification that B3 is not impacting this parcel.

She would like an explanation why they received the letter.

I explained that they most likely were on the mailing list because they fall within the 2000' corridor.

She also said that this property is referenced as the Russell tract; the EIS incorrectly states that it was a mitigation site. In fact, this site was never a mitigation site.

She also stated that in multiple locations there is a reference to the Illinois Conservation Act with incorrect years of implementation. She believes that the correct year is 1996.

Comments or Action Required:

Need verification that this parcel is not directly impacted by B3.

March 19, 2013

Renee Thakali
Restoration Team Leader
Midwin National Tallgrass Prairie
30239 S. State Route 53
Wilmington, IL 60481

Dear Ms. Thakali,

Thank you for the information you provided during your February 12, 2013 phone call with Kesti Susinkas, as well as your February 15, 2013 letter regarding PIN 03-17-24-200-001-0000 and the "Russell Tract." We are writing to confirm that 03-17-24-200-001-0000 is not located in the Illiana Corridor.

The list of properties within the 2,000-foot wide planning corridor for B3 was created using Geographic Information Systems (GIS) data. A selection by location was run to identify parcel boundaries that intersect the border of Corridor B3 and a landowner letter was sent to the publicly available mailing address for those parcels. Parcel 03-17-24-200-001-0000 was specifically excluded from Corridor B3 and the boundary of planning corridor was set at that parcel's southern property line. Due to the shared boundary, this was read by ArcGIS as an intersection which resulted in the parcel being selected and a landowner letter being sent to the US Forest Service. **This letter was sent in error. Parcel 03-17-24-200-001-0000, and all other parcels owned by the Midwin National Tallgrass Prairie, are not being considered as a location for any portion of the Illiana Corridor and we apologize for the confusion.**

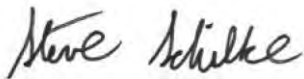
Regarding the "Russell" parcel being listed as a mitigation site in The Tier One Final Environmental Impact Statement (EIS), this information was provided by Openlands in their comments on the Tier One Draft EIS. Openlands states that the Russell property was purchased through a federal settlement as a future restoration site (Tier One Final EIS, Appendix P, page P-204) and refers to it in the context of Section 404 mitigation and restoration and as a federally mandated or funded initiative (Tier One Final EIS, Appendix P, page P-206). The study team discussed this information with the U.S. Army Corps of Engineers; however they do not maintain a comprehensive list of mitigation sites, and could not provide any specific information on the "Russell" parcel. As stated in the Tier One Final EIS, a visual inspection of the site in the Fall of 2012 indicated that no wetlands had been developed. Based on your assertion that the property was never a mitigation site, and barring any further information from a federal agency, 03-17-24-200-001-0000 will not be considered a mitigation site by the Illiana Corridor study team.

The Tier One FEIS Appendix P is available online at
http://illianacorridor.org/pdfs/feis/app_p_p01.pdf.

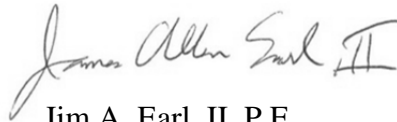
Additionally, thank you for clarifying the date of federal legislation which identified protections for the Midewin National Tallgrass Prairie (MNTP). In the future, our reports will reference Public Act 104-106 of 1996.

Again, thank you for your comments and we look forward to continued collaboration with you and the Midewin staff. The Midewin National Tallgrass Prairie will be invited as a Participating and Cooperating Agency for the Tier Two EIS.

Sincerely,



Steve Schilke, P.E.
Program Manager
Illinois Department of Transportation



Jim A. Earl, II, P.E.
Project Manager
Indiana Department of Transportation

From: [Cate, Meredith](#)
To: [Cate, Meredith](#)
Subject: FW: Road closings for Illiana
Date: Tuesday, April 23, 2013 2:19:07 PM
Attachments: [Road Closures.docx](#)

-----Original Message-----

From: Book, Kristine [<mailto:KBook@ilfb.org>]
Sent: Thursday, February 14, 2013 8:59 AM
To: Lyne, Jamy L.
Subject: Road closings for Illiana

Good Morning, Jamy.

At Tuesday's farm bureau board meeting, the board discussed road closures according to the most heavily traveled and least used. The attached document lists the roads in categories according to plans to close the road, still undecided or on the bubble, and closed. This list came out of the most recent Illiana meeting on January 28, but the board did change a few of them. The ones changed are in bold print.

Let me know what the final decisions are and I'll pass it on to the board.

Thanks,

Kristine



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

FEB 20 2013

REPLY TO THE ATTENTION OF

E-19J

J. Michael Bowen
Acting Division Administrator, Illinois Division
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

**Re: EPA comments on the Illiana Corridor Tier 1
Final Environmental Impact Statement / Record of Decision, CEQ # 20130014**

Dear Mr. Bowen:

In accordance with U.S. Environmental Protection Agency (EPA) responsibilities under the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, and the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), we have reviewed the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the above project and submit the following comments. This project has had extensive participation from natural resources agencies both through the established NEPA/Clean Water Act Section 404 merged process and various stakeholder meetings. These efforts have included extensive discussions on Purpose and Need concepts.

We applaud your agency's intent to use its new sustainability tool, INVEST, in Tier 2. However, the Tier 1 ROD commitment appears to be a study of a standard interstate limited-access highway, and lacks the commitment to explore the sustainable green infrastructure concepts cited in the FEIS Purpose Statement (Section 1.5). EPA continues to recommend that the Tier 2 studies and NEPA documents evaluate sustainable green infrastructure concepts capable of fulfilling current and future transportation needs. Sustainable infrastructure and coordinated local land-use planning will help protect open space and natural resources of the study area from transportation-induced development while providing for future transportation capacity expansion. This could include additional highway lanes, mass transit, freight rail, bicycle, pedestrian, and utility facilities. Sustainability could provide for open space and habitat connectivity along and across this entire corridor, and include opportunities for mitigation of this and other projects in the area.

Appendix J of the FEIS clearly presents a suite of land-use and local planning tools that could be implemented to promote sustainability in the Illiana Corridor including information on legal authorities and funding mechanisms. We commend FHWA for including this information and recommend these concepts be more fully explored in the Tier 2 studies and incorporated into the Tier 2 NEPA documents.

We look forward to working with the project team on the Tier 2 NEPA analyses. If you have any questions regarding our comments please contact me or my staff members, Norm West or Liz Pelloso, respectively at 312-353-5692, west.norman@epa.gov and 312-886-7425, pelloso.elizabeth@epa.gov.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: John Fortmann, Illinois Department of Transportation
Greg Kicinski, Indiana Department of Transportation
Joyce Newland, Federal Highway Administration, Indiana Division
Matt Fuller, Federal Highway Administration, Illinois Division



Natural Resources Conservation Service
3001 Leonard Drive, Suite 104
Valparaiso, IN 46383
Ph. 219-462-7515 Ext. 3

March 22, 2013

Mr. George Van Til
Lake County Surveyor
Building 'A', 3rd Floor
2293 N. Main Street
Crown Point, IN 46307

Dear Mr. Van Til,

Dan Gardner sent to me a Proposed Illiana Corridor Map dated 3/20/13 and requested of me a list of suggestions for the consultants to consider in lessening any negative impacts the Proposed Illiana Tollway would have on the Lowell/Cedar Lake/Crown Point, Ag-residential Area. I consider this an excellent opportunity to discuss the soil, water and other natural resource concerns that need to be addressed in the possible planning, design and engineering of the Tollway project.

Below you will find 5 suggestions concerning the planning and design of the Tollway that should lessen the negative impacts of the proposed project. Following the 5 suggestions are the corresponding reasoning and detail behind each suggestion.

1. Agricultural Internal Soil Drainage: It is essential on all non-forested or terminal wetland areas that every manipulation of the surface drainage for the entire corridor's length have a designed and installed new and/or replacement subsurface internal drainage tile. That tile needs to be carried from an existing tile main or at least 2 feet below field surface level to a suitable tile, intermittent or perennial stream outlet on either side of the Tollway. Basically every non-perennial stream culvert directing surface water under the Tollway and every newly created parallel surface drain to the Tollway needs a subsurface tile drain designed and installed. As a minimum the capacity needs to be for a 3/8 inch drainage coefficient for the watershed area served, whether it is 1 ac. to many acres. The exception would be where existing large area or multi-farm drainage tiles exist. In these cases the existing tile needs to be replaced with materials that will last the lifetime of the Tollway. Care needs to be taken not to damage existing tiles during soil investigation activities. Local tiling contractors and/or long term landowners can give good insight as to where those older tiles are located.
2. Inlet and Outlet Protection: Provide grade stabilization structures to drop field level surface water into the designed swells and/or culverts serving the drainage system of the Tollway. Also provide rock and/or concrete splash pads at the outlet sections of all culverts. An efficient way to accomplish inlet protection is to design drop inlet risers onto the horizontal culverts where need to circumvent possible head cutting.
3. All Existing County and State Roads Need to Remain Open for the Length of the Corridor: No less than 15 overpass/underpasses in combination need to be constructed on the corridor to prevent an agricultural, social and commercial decline of the area and to provide for environmental justice.

Helping People Help the Land

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4. Sight, Sound and Particulate Matter Conservation: The entire corridor needs sight, sound and particulate matter conservation planning, design and installation. Residential areas need walled and/or bermed sight, sound and particulate matter barriers while Rural areas need at a minimum, sight and separation conservation practices consisting of screening with evergreens such as Norway Spruce that are resistant to salt spray.
5. Prime on Unique Farmland Preservation: No less than 70 Tracts of land containing prime and/or unique farmland will be consumed by the corridor. For prime and unique farmland preservation; there could be an ag-district established in Lake County where mitigation funds could be used to purchase development rights to preserve an area of prime and unique farmland equal in size to that being lost within Lake County.

Reasoning behind Suggestion #1: For the most part soils in the corridor are clay and/or silt based soils of the Valparaiso Moraine. For these soils to remain productive; surface drainage with a subsurface drainage component is essential to soil productivity and to long-term soil health. Even residential areas along the corridor depend on subsurface soil drainage. Providing the subsurface drainage component for the entire length of the corridor will lessen the negative impact of the Tollway. On a side note; one has suggested to have an elevated highway to take care of farming and drainage issues.

Reasoning behind Suggestion #2: On all USDA surface water runoff designs, the water being handled must have a suitable outlet that will last without degradation for the lifespan of the practice.

Reasoning behind Suggestion #3: This area is a mix of residential and agricultural lands. Resident's depends on the existing County and State Highway infrastructure. The roads proposed for closing connect at all points the Lowell/Cedar Lake/Crown Point Area and for the most part have the same naming conventions from far North Lake to far South Lake County. Environmental Justice (meaning to treat people groups equally on Environmental Protection Issues) would mandate that all these roadways crossing the Proposed Illiana Tollway remain open via by underpass or by overpass. The I80-94 corridor in North Lake County provides 18 over/under passes in the same span west to east from the Stateline to I65. Fifteen Highway crossings would be needed on the Proposed Illiana Tollway to provide an equal Environmental Justice with North Lake County. Keeping all of the County and State Roads open lessens the negative impact on the suburban residence of Lowell, Cedar Lake and Crown Point. It is essential to the County as a whole to keep these roads open. Emergency vehicles must cross the Tollway efficiently to avoid undue loss of life and property.

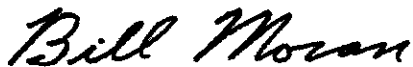
The need for maintaining every crossing is further justified; the proposed route cuts through no less than 23 major farming operations affecting no less that 46 farm families. Again on a side note; one has suggested to have an elevated highway to take care of crossing issues.

Reasoning behind Suggestion #4: Suggestion #4 is self explanatory however Environment Justice will be served if the corridor is screened for sight, sound and particulate matter conservation as to the extent provided to the I80-94 corridor.

Reasoning behind Suggestion #5: Suggestion # 5 is completely self explanatory.

In conclusion: USDA is committed to seeing that the highest standard of excellence is applied to the planning, design, and installation of infrastructure changes that affect our Rural Communities. We accept change for the common good but in that process we realize that short sightedness for short-term gain may not adequately protect our Soil, Water, Air, Plant, Animal plus Human Resources. This Highway proposal has a forever affect on our community. It can either have a minimum negative impact by being scrapped completely or it can have a minimum negative impact by addressing these and other issues outline at this point in time. I thank you for graciously allowing us to carry out our mission of Helping People Help The Land.

Sincerely,

A handwritten signature in cursive script that reads "Bill Moran".

Bill Moran, District Conservationist

CC: Lake County Soil and Water Conservation District
Dan Gardner, MS4 Coordinator, Lake County Surveyor's Office



Natural Resources Conservation Service
3001 Leonard Drive, Suite 104
Valparaiso, IN 46383
Ph. 219-462-7515 Ext. 3

Mr. Harold Mussman Jr.
West Creek Township Trustee
11821 W 185th Ave
Lowell, IN 46356

April 2, 2013

Dear Mr. Mussman,

Thank you for the invitation to attend your community meeting concerning the proposed Illiana Tollway that could divide the West Creek Township. I will be out of town the day of your meeting and have agreed to send to you this report in place of my presence. Please use the information as needed.

Background: A Corridor Map dated 3/20/13 was sent to me by the Lake County Surveyor's Office with the request for me to list suggestions for the consultants to consider in lessening negative impacts that the proposed Illiana Tollway would have on the Lowell/Cedar Lake/Crown Point, Agricultural Area. The report given to the County Surveyor follows; please note that a decision not to build the highway eliminates all of the concerns addressed in the report.

REPORT: Below you will find 5 suggestions concerning the planning and design of the Tollway that should lessen the negative impacts of the proposed project. Following the 5 suggestions are the corresponding reasoning and detail behind each suggestion.

1. Agricultural Internal Soil Drainage: It is essential on all non-forested or terminal wetland areas that every manipulation of the surface drainage for the entire corridor's length have a designed and installed new and/or replacement subsurface internal drainage tile. That tile needs to be carried from an existing tile main or at least 2 feet below field surface level to a suitable tile, intermittent or perennial stream outlet on either side of the Tollway. Basically every non-perennial stream culvert directing surface water under the Tollway and every newly created parallel surface drain to the Tollway needs a subsurface tile drain designed and installed. As a minimum the capacity needs to be for a 3/8 inch drainage coefficient for the watershed area served, whether it is 1 ac. to many acres. The exception would be where existing large area or multi-farm drainage tiles exist. In these cases the existing tile needs to be replaced with materials that will last the lifetime of the Tollway. Care needs to be taken not to damage existing tiles during soil investigation activities. Local tiling contractors and/or long term landowners can give good insight as to where those older tiles are located.
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3. All Existing County and State Roads Need to Remain Open for the Length of the Corridor: No less than 15 overpass/underpasses in combination need to be constructed on the corridor to prevent an agricultural, social and commercial decline of the area and to provide for environmental justice.
4. Sight, Sound and Particulate Matter Conservation: The entire corridor needs sight, sound and particulate matter conservation planning, design and installation. Residential areas need walled and/or bermed sight, sound and particulate matter barriers while Rural areas need, at a minimum, sight and separation conservation practices consisting of screening with evergreens such as Norway Spruce that are resistant to salt spray.
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The need for maintaining every crossing is further justified; the proposed route cuts through no less than 23 major farming operations affecting no less that 46 farm families. Again on a side note; one has suggested to have an elevated highway to take care of crossing issues.

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Reasoning behind Suggestion #5: Suggestion # 5 is completely self explanatory.

In conclusion: USDA is committed to seeing that the highest standard of excellence is applied to the planning, design, and installation of infrastructure changes that affect our Rural Communities. We accept change for the common good but in that process we realize that short sightedness for short-term gain may not adequately protect our Soil, Water, Air, Plant, Animal plus Human Resources. This Highway proposal has a forever affect on our community. It can either have a minimum negative impact by being scrapped completely or it can have a minimum negative impact by addressing these and other issues outline at this point in time. I thank you for graciously allowing us to carry out our mission of Helping People Help The Land.

Sincerely,

A handwritten signature in cursive script that reads "Bill Moran".

Bill Moran, District Conservationist



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

April 8, 2013

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

A Tier One Record of Decision (ROD) was issued for the Illiana Corridor project in January 2013. The Tier One ROD represents the conclusion of a successful bi-state planning process that identified a preferred 2000-ft corridor (B3) in the study area.

Tier Two studies that began in February involved more detailed engineering and environmental studies, with the objective of identifying a preferred alignment, interchanges, and right-of-way footprint, the associated direct and indirect impacts and mitigation. We will also be engaging in financing studies on a parallel track. The extensive stakeholder and agency coordination will also continue in Tier Two, and Illinois Department of Transportation staff will be working very closely with you over the next several months to provide the information necessary for the Chicago Metropolitan Agency for Planning's (CMAP) technical review of the Illiana Corridor project.

A Tier Two Draft Environmental Impact Statement is anticipated for release in fall of this year. In order to gain final Federal Highway Administration approval of Tier Two, the Illiana Corridor project must be included in the region's fiscally constrained long-range plan, GO TO 2040. As such, please consider this letter our formal request that CMAP update the GO TO 2040 to include the Illiana Corridor Project in the fiscally constrained plan. Given the current project timeline, an October 2013 adoption by the Policy Committee is requested.

We look forward to continuing to work with you on this regionally and nationally significant project. If you have any questions or need additional information, please contact John Fortmann, Acting Deputy Director of Highways, Region One Engineer, located at 201 West Center Court, Schaumburg, Illinois 60196, by telephone at (847) 705-4110.

Sincerely,

A handwritten signature in black ink, reading "Ann L. Schneider".

Ann L. Schneider
Secretary



MIDEWIN

NAME: R. Hommes, Engineer, Bill Glass Ecologist, Hazen Brown,
planner_____

POSITION: USDA Forest Service_____

PHONE: 815 423 6370_____

EMAIL: rhommes@fs.fed.us_____

(This interview was conducted by phone on June 26, 2013 to clarify points made in R. Hommes' original written responses to the Questionnaire mailed in May 2013.)

1. Will the construction of Corridor B3 present any conflicts with future plans at Midewin? “Irreparable and irreversible impacts” – please explain. We are restoring habitat for T&E species in the area, any impact, including light, water, disrupting land surface or AQ would impact the habitat we are building and they would not use this area and would render restoring work null. Does Rte 53 cause these effects? – No; it doesn’t draw down the same truck traffic. Midewin has discussed this with Illiana designers. Restoration work is next to Midewin along southern barrier in close proximity to B3. Does the earth moving training facility and adjacent industrial property have an impact on Midewin? Not in same way that Illiana would impact Midewin. There is not the same level of traffic or lighting impacts, but there is a zone around these facilities that would have an impact. A previous Stakeholder Alternative showed rerouting of Illiana farther to the south was discussed with Illiana engineers. Midewin concludes that the Illiana engineers were not looking at all of the viable options.
2. Would any planned improvements at Midewin affect existing environmental activities such as water runoff or migratory patterns? Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption? Have you discussed noise barriers to mitigate impacts? They have discussed this, but they will still have some impact; putting up a wall will still fragment habitat. Lighting at interchanges to reduce trespass light will help but not eliminate all concerns. Prescribed fires are planned occasionally for prairie restoration to prevent transitioning to forest. Wildlife move out of the area temporarily usually planned during cold weather. Design of the highway to raise profile from 53 to Kankakee River would pose more problems; elevating raises sound level and forces migrating birds to pass over it, adds 200 feet. Details of design are important; not only underpasses for migratory birds, butterflies, and bats. Illiana cannot be on the surface because of river and other crossings all within 1 mile. Solitude is important, buffer zones for wildlife and people to experience Midewin, because land is flat, sound and light penetrate into Midewin a long way. Visitors on walking paths in 19,000 acres get a sense of isolation, doesn’t have constant hum from roadways/traffic; only Rt. 53 causes hum.



MIDEWIN

3. Are there potential materials that can be used from Midewin for the construction of the Illiana? If so, are there any constraints with obtaining the material (i.e. needed demolitions, special waste clearance, limited access to area, material not available until later date)? **Rail beds, roads, bunkers, etc. because of prior use as an arsenal will be removed through Illiana project. Removal of these facilities would be a temporary impact on wildlife. You can see in an aerial photo that these facilities are dispersed as well as concentrated in certain areas. There are over 100 miles of roadways. Midewin hopes that Illiana will remove and reuse these materials for construction.**
4. Is there any possibility of using portions of your property as potential mitigation sites for the Illiana? If so, where and how might this be arranged? **Illiana project engineers need to determine size of area needed for mitigation. Midewin is able to accommodate Illiana mitigation. It has accommodated O'Hare, and other highway project mitigation on site.**
5. Are there any future planned mitigation sites at Midewin for non-Illiana entities (i.e. developers, DOT, county)? **Ongoing O'Hare, 555, and other ongoing mitigation. This information has been provided to Huff and Huff.**
6. Where are the future planned trailheads into Midewin?
7. How are major utilities located within Midewin access for maintenance?
8. On the southern boundary of your site, are there any known contaminated soils or remediated areas?
9. From where do emergency responders access Midewin?



MIDEWIN

10. Does Midewin have any planned habitat restoration/introduction of threatened or endangered species? **Prairie Resource and Mgt Plan of 2002 provides direction for management of the park – see website for Plan.**
11. Are there any enhancements to the Illiana B3 Corridor that would benefit Midewin? **Keeping connectivity with wildlife lands or habitat. Des Plaines conservation area is adjacent. The Illiana project will sever single large Des Plaines area into two.**
12. What do you believe the cumulative effect of major projects will be on your planning area? Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments. **Midewin does not want to lose connectivity and establish fragmentation. Buffer areas to establish protection from highway impacts. Midewin heard that there will be help provided to communities to rezone to prevent impacts. Let's rezone for friendly uses, such as golf courses, greenways, parks, etc. Will County is discussing this with Midewin. There are planned intermodal centers nearby – Manhattan just to the north of Midewin - and Coal City off I-55. Midewin was established to protect 19,000 acres from development to provide open space and protect habitat. Now priorities seem to have shifted to give priority to developing intermodal centers. Could the \$500K planning grant by ILDOT to Will County help to develop a vision for this area? "It will be just another plan..." Chicagoland area is serviced by Midewin – 9 million people. Tourism is expected to increase to 1.2 million per year once they add bison, possibly before 2040. Tourism at the Prairie is supported by preservation of nearby historic Route 66.**
13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS? **Other major projects will have a negative cumulative effect. ILDOT should have chosen another alternative for Illiana and selected different landing path for airport, etc. This could have been achieved.**
14. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community? **Funding to restore Midewin is needed. 200 acres per year was goal, but this could be increased if funding**



MIDEWIN

were available. Planning to acquire land to north and south to expand Midewin. Joliet Training area and farmland to the south; this would be north and south of Illiana.

15. Are there areas of your community where public transportation is of particular importance?
16. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts?
17. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies? Cumulative effect of hwy, airport, intermodals and rail will have a significant impact on Midewin and could affect outcome of efforts to restore Midewin. We will be revising our 2002 Prairie Master Plan to take into account the cumulative effects of all the projects near Midewin, and develop a restoration program to meet our objectives.

-----Original Message-----

From: Hamer, Steve [<mailto:Steve.Hamer@Illinois.gov>]

Sent: Thursday, November 07, 2013 8:32 PM

To: Powell, William (Rick)

Cc: Robbins, Valerie R; Ott, Steven; 16878A Illiana Expressway Tier 1 Study Project Email; Cate, Meredith; Kukielka, Katie L.

Subject: RE: Illiana Corridor confirmation of proprty use - 16878 10.06.6

Rick: I have reviewed the two questions you have asked. The IDNR property referenced will remain "wildlife conservation and recreation" for future use. The 3B Modified and 3F Modified alternatives as presented will not have an adverse impact on the DPSFWCA for its' intended use.

Rick: I am currently out of the office on business. If you have any questions, please call me at my cell, 217-891-9666.

From: Powell, William (Rick) [PowellW@pbworld.com]

Sent: Thursday, November 07, 2013 4:30 PM

To: Hamer, Steve

Cc: Robbins, Valerie R; Ott, Steven; 16878A Illiana Expressway Tier 1 Study Project Email; Cate, Meredith; Kukielka, Katie L.

Subject: Illiana Corridor confirmation of proprty use - 16878 10.06.6

Steve:

In the Tier One Environmental Impact Statement for the Illiana Corridor, parcels of the Des Plaines State Fish and Wildlife Conservation Area (DPSFWCA) within the selected B3 Corridor were determined to be in a Section 4(f) use by virtue of their being transferred from the USA to IDNR for "wildlife conservation or recreational purposes". The quitclaim deed for the property states ownership shall remain with IDNR as long as the land remains in one of these purposes.

Please see the attachments of the quitclaim deed (provided to the study at our September 26, 2012 meeting) and our current alternatives 3B Modified and 3F Modified.

Please verify that the IDNR property remains in a "wildlife conservation or recreation" use as stated on page 1 of the quitclaim deed.

Also, please review the two Alternatives and state if you have any concerns about impacts to the wildlife conservation or recreational activities provided on the DPSFWCA property due to its proximity to the Alternatives.

Your early response is appreciated. We would like to incorporate this information before Monday, November 11 if possible.

Thanks,

Rick Powell, P.E.
Senior Engineering Manager
Parsons Brinckerhoff
230 West Monroe Street

Suite 900
Chicago, IL 60606
Mobile: 312-330-7477
powellw@pbworld.com<<mailto:powellw@pbworld.com>>

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MEETING SIGN-IN SHEET

Date: 01-25-2013

Location: Midewin

Purpose: Illiana

Name	Email	Phone Number	Agency
1. <u>Kesti Susinskas</u>	<u>Kesti.susinskas@illinois.gov</u>	<u>847-705-4126</u>	<u>AE COM</u>
2. <u>WADE SPANG</u>	<u>wspang@fs.fed.us</u>	<u>815-423-6370</u>	<u>Midewin NTP</u>
3. <u>RRK SHORT</u>	<u>rshort@fs.fed.us</u>	<u>815-423-6370</u>	<u>MIDWIN NTP</u>
4. <u>Lailah Reich</u>	<u>lreich@huffnhuff.com</u>	<u>630-684-4415</u>	<u>Huff & Huff</u>
5. <u>JIM NOVAK</u>	<u>jnovak@huffnhuff.com</u>	<u>630-684-4411</u>	<u>HUFF & HUFF</u>
6. <u>William Glass</u>	<u>wglass@fs.fed.us</u>	<u>815-423-2129</u>	<u>Midewin NTP</u>
7. <u>BOB HOMMES</u>	<u>bhombres@fs.fed.us</u>	<u>815-423-2338</u>	<u>MIDWIN NTP</u>
8. <u>Renee Thakali</u>	<u>rthakali@fs.fed.us</u>	<u>815-423-2114</u>	<u>Midewin NTP</u>
9. <u>Steve Ott</u>	<u>ott@pbworld.com</u>	<u>312-803-6485</u>	<u>Pinns Brinckhoff</u>
10. <u>Paul McGibbon</u>	<u>mccgibbon@pbworld.com</u>	<u>312-972-9987</u>	<u>mccgibbon@pbworld.com</u>
11. <u>Rick Powell</u>	<u>powellw@pbworld.com</u>	<u>312-330-7477</u>	<u>powellw@pbworld.com</u>
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Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

STAKEHOLDER MEETING SUMMARY

Midewin National Tallgrass Prairie

Date: January 25, 2013

Time: 2:30 PM CDT

Location: MNTP Supervisor's Office, Wilmington, IL

The stakeholder meeting with Midewin National Tallgrass Prairie (MNTP) was for the purpose of informing MNTP officials of the Illiana Corridor study progress and next steps, receiving feedback from MNTP on initial alignment, interchanges, road closures and other project details, and gathering information from MNTP for the Tier Two NEPA studies.

The following items were discussed:

- K. Susinskas went over the recent Final EIS and ROD; MNTP indicated they had received their copy of the document.
- February 22, 2013 scoping meeting date was identified. W. Spang was informed of FHWA's invitation to MNTP to be a cooperating agency in Tier Two. S. Ott informed the group that the project schedule will mimic Tier One, with a Purpose and Need, Alternatives to be Carried Forward and Preferred Alternative as the key decision points, CPG and public meetings and hearings to be held, and a Tier Two ROD by spring 2014. The NEPA process will end with the Tier Two ROD, but resource agencies will continue to be involved with permitting issues. In order for the project to be approved in Tier Two, it must demonstrate financial viability. Financial viability will also be needed for the project's inclusion in CMAP's fiscally constrained 2040 regional plan.
- When discussing potential connectivity and interchanges, W. Spang requested the study look at the effect of closing the River Road interchange on the overall travel patterns. He mentioned the term "togglng on and off" various routes to see what the travel effects would be. With the coming growth in existing and future I-55 intermodals and other traffic, the proximity of River Road to Lorenzo Road is perceived as a potential negative by W. Spang. His intent is to determine, if the Illiana was in place, could River Road be modified from an interchange to an overpass only, and could the resulting network with Illiana and IL 129 provide sufficient access to Wilmington, and what would the traffic result be on other area roads such as IL 53?
- The alignment and interchanges were discussed from I-55 to the IL 53 with D. McGibbon showing the various design concepts electronically. MNTP officials were presented the likely options for I-55 interchange with full connectivity to IL 129, I-55, Illiana, and an access to Ridgeport. The Kankakee River crossing was discussed as well as the IDNR's concurrence letter for addressing Section 4(f) impacts at the crossing of the Des Plaines State Fish and Wildlife Area in Tier Two. With the IL 53 interchange, multiple options were discussed, including preliminary interchange and ramp options that had been investigated from IL 53 to

Illiana Corridor Phase I Study

Old Chicago Road. W. Spang indicated he would like to “challenge” the study team to incorporate creative solutions in the I-55 to IL 53 stretch, with a feeling of “decompression” when exiting I-55. The alternatives of making the surrounding area more, or less, visible, and the merits of doing each, were discussed by Mr. Spang, taking into account the river crossing and crossing over the railroad and IL 53 will require raising the profile of the Illiana above ground. W. Spang and B. Hommes stressed doing something state of the art, environmentally friendly, and considering non-traditional solutions, and suggested getting focus groups and landscape architects involved in the process.

- S. Schilke stated IL 53 will continue to be used by some of the truck traffic and that Illiana is not meant to solve “all” of the area’s traffic problems. The study is looking for something that will work for MNTTP as well as the intermodal terminals and other local traffic needs. In Tier Two, one of the key components will be facilitation of land use planning, preferably that would span the whole corridor. Multi-use trail planning will also come to the forefront in Tier Two, and the area connectivity needs to be understood. Wauponsee Glacier Trail will be an overhead crossing based on the current engineering; road closures could occur at Riley and Indian Trail as well as Symerton Road, with IL 53 and Old Chicago open in all scenarios regardless of interchange locations.
- W. Spang indicated there is a planned trail head at Old Chicago Road and South Arsenal Road intersection and that the trail would go east to connect to Wauponsee Glacial Trail. The team informed MNTTP of a meeting next week with Will County Forest Preserve District.
- D. McGibbon mentioned the property owner meetings that will occur in February to identify design issues related to the Illiana with the various properties that will need to be acquired.
- R. Powell and W. Spang discussed what the alternatives would look like in Tier Two; they will most likely be variations of alignments within the 2000’ corridor as well as alternative interchanges such as IL 53. W. Spang asked for a review of road closures and alignment near the South Suburban Airport and was shown these items. D. McGibbon also discussed some of the environmental “opportunity areas” including those in Indiana, and the future connectivity at I-65 of a potential eastern extension of the Illiana.
- A Context Sensitive Solutions (CSS) approach was discussed for the proposed interchanges near MNTTP, specifically alternatives potentially located at or between IL 53 and Old Chicago Road. Creative alternatives were developed to a limited degree for these interchanges and will be developed further by a multi-disciplinary team to provide a starting point for stakeholder input.
- Potential ‘shading’ impacts to MNTTP should be considered.
- A review of emergency access with regard to roads being open/closed is in progress. This will tie in with the overall study of road access across the corridor.
- Photo simulation or artistic renderings of proposed interchanges can be provided for areas with creative designs.

Illiana Corridor Phase I Study

J. Novak reviewed informational needs that had been mentioned during the prior (November) meeting:

- The wetland mitigation area for CenterPoint is not yet underway, as the land transfer for the project has not been approved. Eric Gilbert, Ridgeport, should have the most current information on its status (or Art Holtz, JATA). J. Novak confirmed that he has a copy of the AES reference study for the mitigation site.
- W. Spang confirmed that the 'Desired Prairie Condition' map excerpted from the Prairie Plan is their intended future master plan for the MNTP property. He confirmed that they can also make available a more refined GIS version of this exhibit.
- B. Hommes stated that a confirmed location of the Eastern Prairie Fringed Orchid is located just off-site to the west of the MNTP boundary on state-owned lands; there are no known locations of the species on-site.
- It was agreed that a more detailed discussion of proposed and planned bird mitigation areas, target species, and sequencing of implementation would be discussed at a separate mtg in the future.
- B. Glass and R. Thakali confirmed that there is typically a two-year lag in finalizing species survey reports, i.e., the most current survey results available at this time are from 2011.
- In response to a question from J. Novak, B. Glass indicated that several of the species habitat maps are available in GIS format. J. Novak will follow-up in the near future to obtain this information.
- Key habitat restoration partners identified by W. Spang included Openlands, the Nature Conservancy, Forest Preserve District of Will County, the Illinois Department of Natural Resources, and Wetlands Initiative
- It was agreed that Huff & Huff staff will arrange a follow-up meeting to review the near-term habitat restoration plans that are in place for the next several years.

Action Items

- D. Mc Gibbon asked for prospective dates for a context sensitive design workshop for the MNTP area. The week of Feb. 11-15 was identified, with the 12th and 13th being the best dates. B. Hommes and R. Thakali will cover all MNTP coordination in W. Spang's absence over the next 8 weeks.
- Huff & Huff will arrange a follow-up meeting with MNTP to review the near-term habitat restoration plans and retrieve GIS data pertinent to the Tier Two studies.

The meeting concluded at approximately 4:10 PM.

Attendees:

Wade Spang, Bob Hommes, Renee Thakali, Bill Glass, Rick Short (MNTP)



Illiana Corridor Phase I Study

Kesti Susinskas (AECOM-IDOT PMC)
Jim Novak, Lailah Reich (H&H)
Rick Powell, Dave McGibbon, Steve Ott (PB Americas)

Remote Attendees:
Steve Schilke (IDOT)
Ed Leonard (PB Americas)

Stakeholder Meeting Agenda South Suburban Airport

Location: Operating Engineers Building, Wilmington, IL
Date: January 29, 2013
Time: 11:00 AM

1) Introductions

2) Status of the Illiana Corridor Study

a) Tier One –

- Regulatory Agency Concurrence Received on B3 Corridor – November
- FEIS and ROD Completed – December, Signed January 17, 2013

b) Tier Two – Next steps and Project Schedule

- 2000 ft. Corridor Refined to Approx. 400 ft.
- Questionnaires and Individual Follow-Up Technical Meetings
- Landowner Outreach
- Land Use Planning

3) Corridor B3 Refinement Process – Input Needed

- a) Alignment Alternatives
- b) Interchange Studies
- c) Local Access Studies

4) Questions from Study Team

5) Comments/Questions from Stakeholders

SSA
MEETING SIGN-IN SHEET

Date: 1/29/13
Location: SOUTH SUBURBAN AIRPORT PROJECT OFC
Purpose: STAKEHOLDER MTG - TIER 2

Name	Representing	Email Address
1. <u>Rick Powell</u>	<u>Parsons Brinckerhoff</u>	<u>powellw@pbworld.com</u>
2. <u>David McGibbon</u>	<u>Parsons Brinckerhoff</u>	<u>mcgibbon@pbworld.com</u>
3. <u>Pete Quattrochi</u>	<u>IDOT</u>	<u>Peter.Quattrochi@illinois.gov</u>
4. <u>Bill Viste</u>	<u>IDOT AERO</u>	<u>WILLIAM.VISTE@ILLINOIS.GOV</u>
5. <u>Rodger HANSON</u>	<u>HANSON</u>	<u>randerson@hanson-inc.com</u>
6. <u>Kesti Susinskas</u>	<u>AECOM</u>	<u>kesti.susinskas@illinois.gov</u>
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STAKEHOLDER MEETING SUMMARY

South Suburban Airport

Date: January 29, 2013
Time: 11:00 AM
Location: SSA Project Office

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- B. Viste asked how many parcels Illiana will need to acquire. D. McGibbon replied stating that as of now, approximately five hundred twenty-five parcels in the 400 foot working alignment from I-55 to I-65.
- SSA has submitted their AJR for the interchange at I-57. FHWA has provided comments on the AJR and Hanson Engineering has begun to address the comments. An AJR has also been submitted to IDOT for IL 50. SSA and Illiana will coordinate data being used for the interchange AJR's for I-57 and IL 50.
- SSA will provide the Illiana team with the ALP which shows land uses in the Inaugural and Ultimate footprints.
- B. Viste stated that the latest FAA circular advises that no wildlife attractions should be located within 10,000 feet of the AOA. From 10,000 feet out to 5 miles SSA would like to coordinate closely on drainage impacts. It was confirmed that Corridor B3 does not come within 10,000 feet of the south runway of the ultimate build-out.
- SSA confirmed that they are still working off their 2009 projection assumptions which are based on a 2005 baseline amount (approved by the FAA in their March 2012 letter). They refined their projections in conjunction with the release of the 2010 census data and found that Will County was still in line with their original projections. Their projections are market-based.
- B. Viste and R. Anderson stated that the projections they are using are not based on CMAP's 2040 projections. SSA and FAA used the lowest case numbers in their projection ranges for passenger and cargo traffic, and high case for the General Aviation component.
- AECOM can provide the details of the model used to project waterway flows used in the SSA EIS documents.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road. Interchanges are being assumed at I-55, IL 53 (off-set or none at all), Rt. 45, possibly IL 50, I-57 and I-65. The potential of a future interchange at Ashland, setting up the Beecher bypass, was discussed.
 - Borderline: Old Chicago Road, 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford (SSA would like to see Will-Center remain open).
 - Closed: Kankakee River Drive (however, will be open due to length of proposed Kankakee River bridge), Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Avenue, Yates Road, Klemme Road.



Illiana Corridor Phase I Study

The meeting concluded at approximately 12:20 PM.

Attendees:

Bille Viste – IDOT SSA
Pete Quattrocchi – IDOT SSA
Roger Anderson – Hanson Engineering
Kesti Susinskas – IDOT
David McGibbon – PB
Rick Powell – PB
Jamy Lyne – PB
Remote attendees: None

STAKEHOLDER DATA COLLECTION MEETING SUMMARY

Midewin National Tallgrass Prairie

Date: February 8, 2013

Time: 9:00 AM CDT

Location: Midewin National Tallgrass Prairie, Wilmington, IL

The meeting with Midewin National Tallgrass Prairie (MNTP) was for the purpose of retrieving all available data pertinent to the Tier Two studies. Data requested prior to the meeting is detailed below:

- Results of recently completed or on-going species surveys across the site, inclusive of non-Threatened & Endangered (T&E) species such as herps, avian, mammalian, and insect studies
- Bat surveys in addition to other mammalian surveys due to U.S. Fish and Wildlife Service (USFWS) sensitivity on all bat species
- Drainage features such as known culverts, drain tiles, cisterns, etc.
- Historic or archeological sites (information that can be shared without alerting poachers). We believe this information was part of the State Historic Preservation Office (SHPO) coordination that included bunker removal.
- Information about light/noise sensitive species, their locations, and habitat for these species
- Existing and proposed trailheads
- Locations of T&E species/T&E habitat/restoration areas designated specifically for listed species
- Future wildlife habitat designations
- Current restoration areas
- Sensitive bird breeding areas/nest sites of sensitive bird species
- Wildlife species re-introduction areas or plans
- Scenic integrity designations
- Land ownership
- Wetland mitigation boundaries and mitigation plans
- Watershed or drainage maps of the site
- Water quality surveys or studies
- Floral species inventory and/or Floristic Quality Index (FQI) for the site
- Proposed future restoration areas specifically for wildlife, primarily neo-tropical migrants and grassland birds
- Habitat designations map for the entire site – includes grassland birds or protected species present within Midewin. Such areas might include prairie restoration areas, savanna restoration areas, that may be on-going and being considered in the future

GIS data received at the meeting is detailed below:

- Midewin National Tallgrass Prairie land ownership
- Proposed bison reintroduction areas
- Upland sandpiper habitat locations (historic and current)

- Wetland bird habitat (State listed and regional forest sensitive species)
- Loggerhead shrike nesting sites with 10-hectare territory buffers (1988-2011)
- Current grassland bird habitat
- Rookery locations
- Current wooded habitat
- Proposed unfragmented habitat
- Potential dolomite restoration areas
- Current restoration areas and partners that have contributed to restoration efforts
- Current restoration areas
- Desired future conditions
- Scenic integrity
- Current and future trailhead locations
- Culvert locations
- Mitigation and settlement sites

Additional data received at the meeting is detailed below:

- Midewin Scenic Integrity Objectives/definitions (see attached)
- Comments from Bill Glass specific to the data request (see attached)
- Sensitive wildlife areas within approximately 1 mile of the southern boundary of Midewin which may be impacted by the B3 alignment of the proposed Illiana Highway (see attached)
- Birds of the Joliet Army Ammunition Plan (JAAP)/Joliet Training Area (JTA)
- Fish of the JAAP/JTA
- Mammals of the JAAP/JTA
- Freshwater mussels of the JAAP/JTA
- 2007 Midewin National Tallgrass Prairie Bat Surveys
- 2008 Indiana Bat Surveys Midewin National Tallgrass Prairie

The following items were discussed:

- R. Thakali asked about land acquisition of the Russell Tract located immediately north of River Road and west of Illinois 53. The building at the northwest corner of Illinois Route 53 and River Road is private property. There is also a linear strip of private land on the north side of River Road, west of Illinois Route 53. R. Thakali stated that the Russell tract will not be restored at this time as changes in the hydrology of the site would cause flooding to private property at the northwest corner of Illinois Route 53 and River Road and on the east side of Illinois Route 53.
- R. Thakali mentioned that all correspondence regarding land acquisition should be sent to MNTP directly.
- R. Thakali also mentioned that the date for the Land Conservation Act referenced in the Tier 1 FEIS was incorrect.
- R. Thakali stated the latest bat survey report has not been completed but will be forwarded to the Illiana Team when complete.



- R. Thakali stated that utility information may be included in the data; if it is not, MNTP can provide.

Action Items

- Follow-up with R. Thakali regarding land acquisition of the Russell Tract.

The meeting concluded at approximately 10:30AM.

Attendees:

Renee Thakali and Delane Strohmeyer (MNTP)
Ryan Pettit (PB Americas)
Lailah Reich, Evan Markowitz, and Jacob Lozano (H&H)

**Illinois NEPA/404 Merger Meeting
February 20 and 22, 2013**

**Federal Highway Administration
Conference Room
3250 Executive Park Drive
Springfield, IL 62703**

**U.S. Environmental Protection
Agency
Ralph Metcalfe Federal Building
12th Floor
Wisconsin Room (2/20)
Lake Ontario Room (2/22)
77 West Jackson Blvd.
Chicago, IL 60604**

February 20, 2013

10 am – 11 am

- US 51 from Pana to Centralia (District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington Counties)
 - Concurrence – Alternatives to be Carried Forward (modified)
 - ESA: Ongoing field studies

February 22, 2013

10 am – 11 am

- US 14 Grade Separation in Barrington (District 1, Lake County)
 - Concurrence, Range of Alternatives
 - ESA: No Effect Determination (Not enough associates for EPFO in wetlands, no other federal species)



Tier Two Agency Scoping Meeting

February 22, 2013



Agenda

- Introductions
- Purpose of Meeting
- Project Overview
- Environmental Resource Methodology for Tier Two
- Context Sensitive Solutions
- What's Next for You





Agency Scoping Meeting

Introductions



Agency Scoping Meeting

Purpose of Meeting



Purpose of Meeting

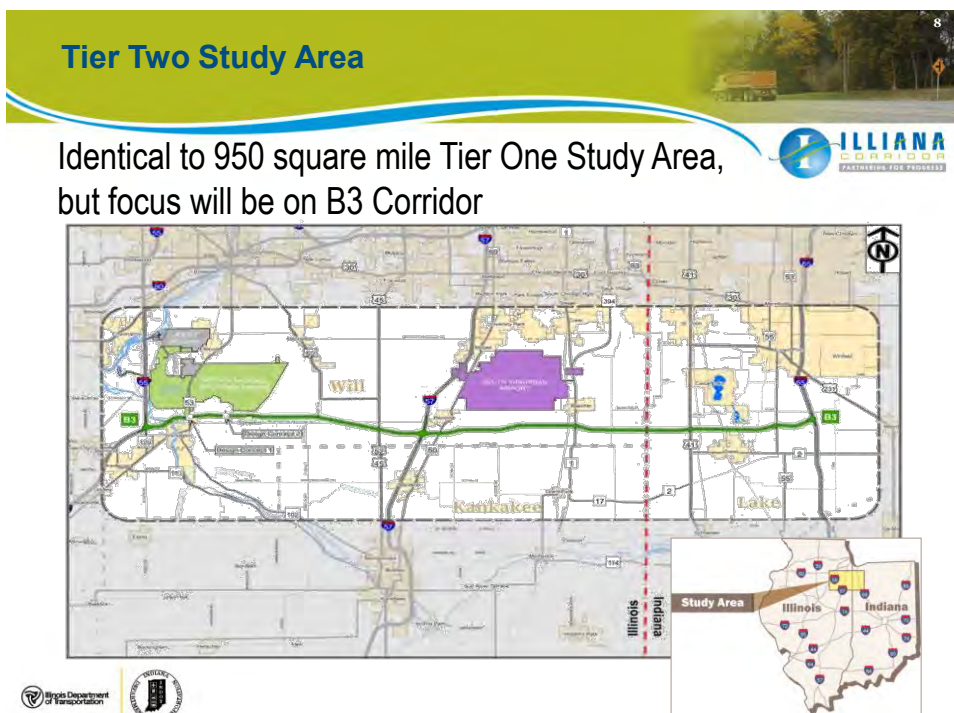
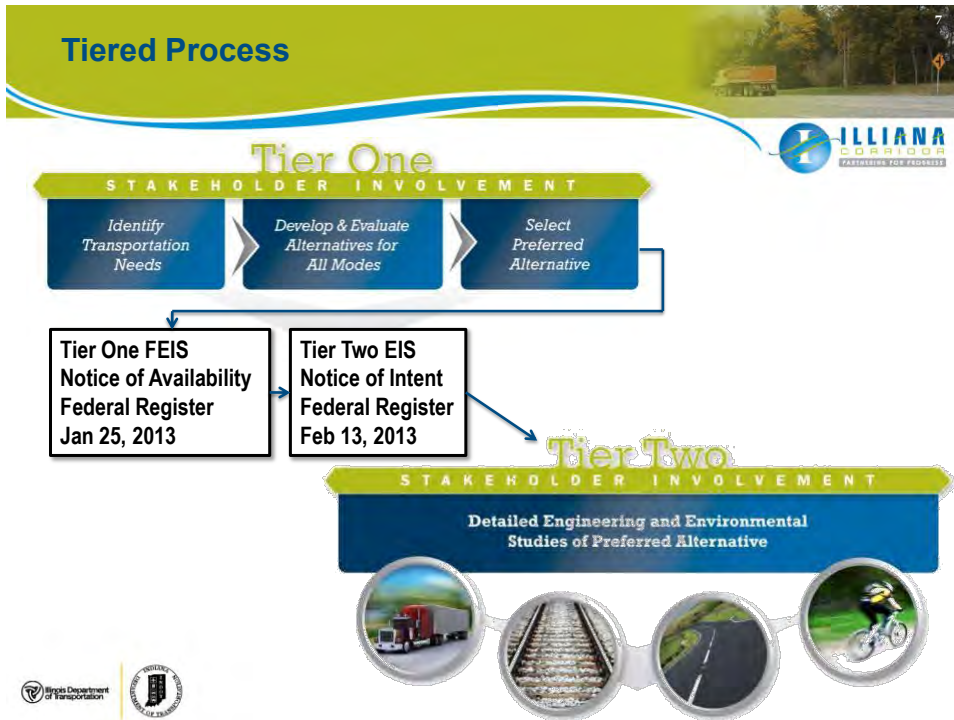
- Provide overview of the project, the process, and schedule
- Get your input on issues or concerns
- Explain the methodology for Tier Two studies
- Identify opportunities for Tier Two stakeholder involvement



Agency Scoping Meeting

Project Overview







Agency Scoping Meeting

Environmental Resource Methodology for Tier Two



Tier Two Methodology



- Tier One emphasized the use of GIS and hard-copy data of existing databases and information
- Tier Two will build upon existing Tier One information with additional field studies and information gathering
- Much of the field work is completed, with additional activities to extend into end of Spring 2013



Tier Two Methodology Scoping Document pg 4-7

- Socioeconomic
- Agricultural
- Cultural Resources
- Air Quality
- Noise
- Energy
- Natural Resources
- Water Resources
- Groundwater Resources
- Floodplains
- Wetlands
- Special/Hazardous Waste
- Section 4(f)
- Special Lands
- Mineral Resources
- Visual Resources
- Indirect and Cumulative

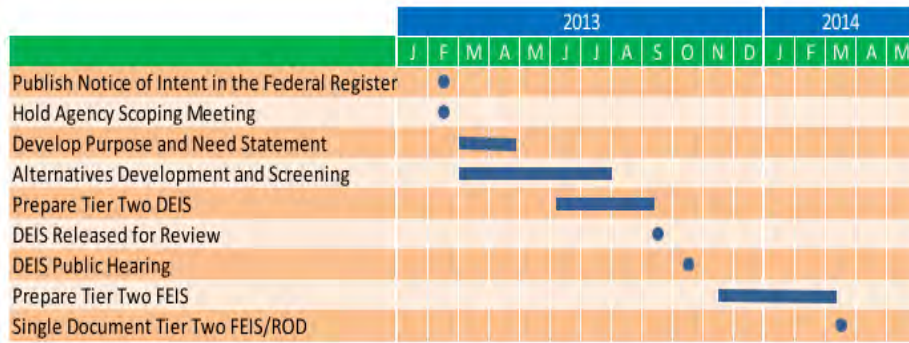


Tier Two Process

- Continuation of Tiered NEPA process
- Context Sensitive Solutions
- Field study and GIS based impact assessment
- Financing strategies for alternatives, including toll financing/public-private partnership is a consideration.
- **Tier Two Outcome:** Preferred Alternative identifying environmental footprint with plan for financing and/or phased implementation



Tier 2 Schedule



Agency Scoping Meeting

Context Sensitive Solutions



Context Sensitive Solutions



- Study will continue to use a hybrid of both states' CSS process guided by these resources:
 - IDOT CSS Detailed Guidelines for Practice
 - INDOT CSS Implementation Plan



Project Team



PROJECT SPONSORS

IDOT • INDOT • FHWA

CORRIDOR PLANNING GROUP (CPG)

Counties and
Municipalities
•
Metropolitan Planning
Organizations

TECHNICAL TASK FORCE

Agencies
(i.e. transportation;
resource etc.)
•
Communities, Counties,
other units of Government
•
Interested Groups
•
Organizations

Similar to
Tier One



What is the process and timeline?



Potential Alternatives

- No-Action Alternative
- New Facility in Corridor B3
 - Access Controlled
 - Toll and non tolled options



Potential Alternatives

- Alternatives are anticipated to be located within the 2000 foot corridor
- Exceptions
 - System Interchange areas (ex. I-55)
 - Flexibility to consider “minor excursions” of the Illiana to accommodate newly discovered impacts or to address CSS issues in a way that does not materially increase overall impacts
 - Local system improvements to accommodate access changes



Exceptions will be coordinated with NEPA/404 agencies

Tier Two Purpose and Need

Continuation of Tier One Purpose and Need, with minor changes

Major Purpose and Need points remain the same:

- Improve Regional Mobility
- Alleviate Local System Congestion and Improve Local System Mobility
- Provide for Efficient Movement of Freight



Tier Two Purpose and Need



- Updated to indicate Corridor B3 as the selected alternative of the Tier One Single Document FEIS/ROD
- Updated to indicate the project is funded through the Tier Two EIS, and that further coordination will be needed with CMAP and NIRPC for inclusion in their long-range regional plans
- Added “in a manner consistent with the commitments in the Tier One Record of Decision” to the Purpose statement



Potential Alternatives



- In Tier One, emphasis was on selecting the best 2,000 foot width corridor among a range of alternatives
- In Tier Two, emphasis will be on selecting the best alignment and approximate 400 foot width footprint, and considering alternative design options
- Opportunities along the corridor

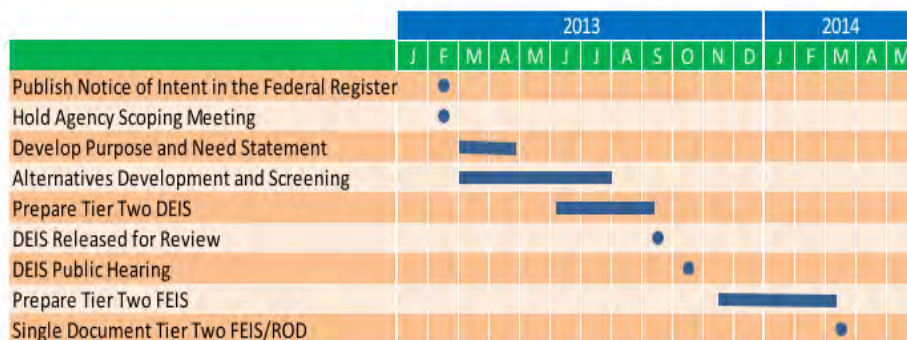


Potential Key Environmental Issues

- Agriculture
- Wetlands
- River and stream crossings
- Threatened & Endangered Species
- Proximity to Midewin
- Indirect /cumulative impacts
- Protected lands
- Range of other community, natural resource, and cultural resource issues



Schedule



Stakeholder Outreach



- Five landowner meetings with over 500 registered attendees



Corridor Planning Group/Technical Task Force

- Elected officials from each community, county, and Metropolitan Planning Organizations
- Role:
 - Assist in environmental and engineering studies
 - Reach consensus at key project decision milestones
 - 5 scheduled meetings – March, April, May, August, December 2013
 - Technical Task Force assists CPG with community and technical knowledge and expertise



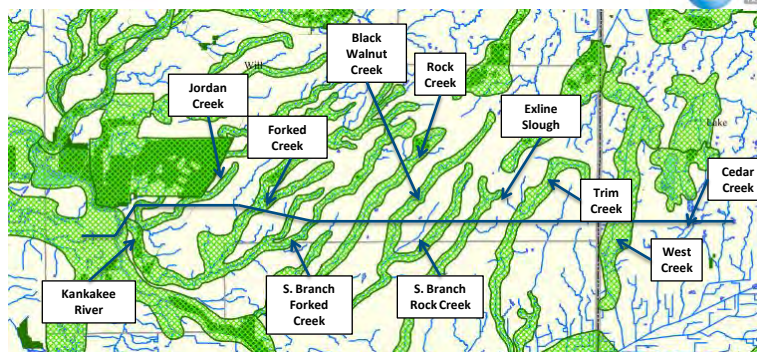
Stakeholder Outreach



Corridor Sustainability and Context Design – Examples of Potential Design Approaches



Potential Key Environmental Issues



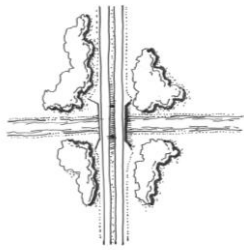
- Green Infrastructure is a part of regional planning as well as environmental regulation and stewardship
- CMAP Draft “Green Infrastructure” plan based on Chicago Wilderness initiative



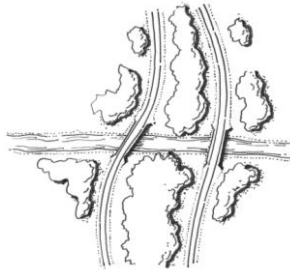
Illiana Corridor Context Design Concepts



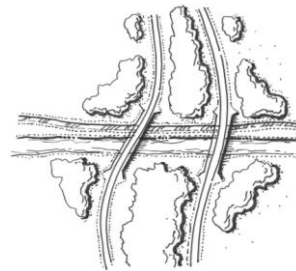
- **Key Design Components Continued**
 - **Introduce Intentional Alignment Meanders and Lane Pair Separations**



- Standard Alignment at Stream Crossing



- Alignment Meander and Lane Pair Separation at Stream Crossing



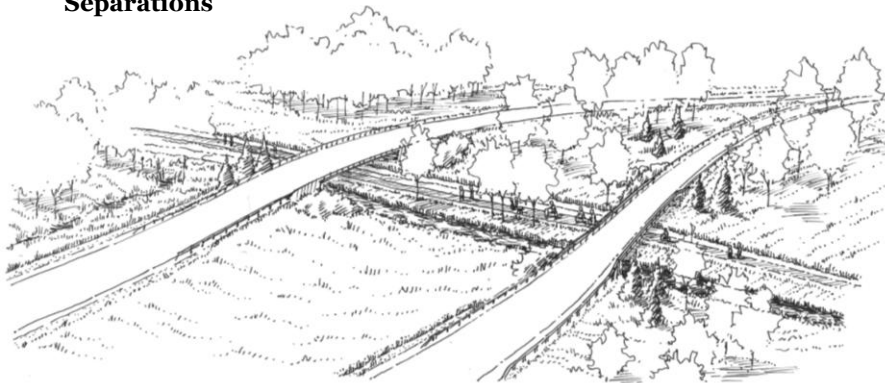
- Alignment Meander and Lane Pair Separation at Stream Crossing and Bicycle/Ped/Wildlife Underpass



Illiana Corridor Context Design Concepts



- **Key Design Components Continued**
 - **Introduce Intentional Alignment Meanders and Lane Pair Separations**



Illiana Corridor Context Design Concepts

• Key Design Components Continued

• Naturalized/Native Planting

- Restore diverse plant ecosystem; native grasses, wildflowers, shrubs, and trees
- Create wildlife corridors with vegetative cover that provides food source and habitat
- Stabilize graded slopes, drainageways, and ponds
- Screen objectionable views and frame and direct attention to positive views
- Soften engineered slopes which cannot meet desired grading parameters
- Vary establishment techniques; whips, cuttings, seeding and nut/seed beds



Corridor Land Use Planning

- Additional CPG/TTF activities have been scoped for communities directly affected by Corridor B3
- Reference Appendix J – “Corridor Land Use Options” from Tier One FEIS
- Facilitation of Land Use planning meetings
- Corridor-wide solutions sought; preservation options to allow consideration of future transportation and non-transportation uses
- 3 corridor-wide land use planning meetings - dates TBD



Potential Alternatives



Roll Map and WebEx Exercise



Agency Scoping Meeting

What's Next for You



Continuation of Bi-State Agency Coordination Program



- Informal contacts during data gathering
- NEPA/Section 404 Concurrence Points:
 - Statement of purpose and need
 - Alternatives for detailed study
 - Preferred Alternative
- Interagency field trip during alternatives screening



Needed from You



- Scoping letter addressing your agency's perspective on:
 - Environmental issues
 - Project alternatives
 - Bi-state agency coordination
- Response to letter requesting cooperating or participating agency involvement
- **Provide both by March 15, 2013**
- Also: review of draft Tier Two Purpose and Need – NEPA/404 concurrence request meeting TBA





Questions?



MEETING SIGN-IN SHEET

Date: February 27, 2013

Location: FHWA - Indianapolis Office

Purpose: Tier Two Agency Signing Meeting

Name	Representing	Email Address
1. John Carr	Ind. DNR / SHPO staff	jcarr@dnr.in.gov
2. Jason Randolph	IDEM 401	jrandol@idem.in.gov
3. Joyce Newland	FHWA - INDIANA	joyce.newland@dot.gov
4. Jim Earl	INDOT	jearl@indot.in.gov
5. Rick Rampone	Parsons Brinckerhoff	rampone.ra@pbworld.com
6.		
7. Kenite		
8. Laura Hilden	INDOT	
9. Ken McMullen	INDOT	
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NEPA/404 Merger Meeting
February 20, 2013
Springfield, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217 492 4625	matt.Fuller@dot.gov
Steve Hansen	IDNR	217 785-4862	Steve.Hansen@illinois.gov
JEFF PANKO	CARX DIETZ INC.	217-373-8100	JEFF.PANKO@CARXDIETZ.COM
Keith McMullen	Corps of Engineers	314-331-8582	Keith.A.McMullen@usace.army.mil
Eugene Bacon	IDOT D-7		
Mike Staggs	FHWA-IL	217-492-4630	mike.staggs@dot.gov
JOHN LAZZARA	HDR ENGINEERING	773/380.7938	JOHN.LAZZARA@HDRINC.COM
Walt Zyzanski	IDOT-BDE	217-785-4245	Walter.Zyzanski@illinois.gov
Sherry Phillips	IDOT D7	217 342 8244	Sherry.Phillips@illinois.gov
Matt Hirtzel	D7	217 342 8343	Matthew.Hirtzel@illinois.gov
Jan Piland	FHWA	217-492-4989	janis.piland@dot.gov
Susan Hargrove	IDOT	217-785-0150	susan.hargrove@illinois.gov
Terry Sarko (Teleconf)	IDOA		
Ken Westlake (Video Conf)	USEPA		
Heidi Woebber (Telecon/webinar)	USFWS		
Norm West (Video Conf)	USEPA		

NEPA/404 Merger Meeting
February 22, 2013
Chicago, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	matt.fuller@dot.gov
Shawn Cirton	USFWS-Chicago	847-381-2253	shawn_cirton@fws.gov
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Vanessa Ruiz	IDOT - DI	847-705-4627	vanessa.ruiz@illinois.gov
John Baczek	IDOT DI	4104	john.baczek@illinois.gov
Bob Andres	Civiltech	630 735-3354	
Joe Emry	Civiltech	630-735-3955	jemry@civiltechinc.com
Greg Summers	Village of Barrington	847.304.3461	gsummers@barrington-il.gov
OJAS PATEL	IDOT - DI	847-705-4477	ojas.patel@illinois.gov
AREN KRIKS	IDOT-DI	847-705-4096	AREN.KRIK@illinois.gov
Norm West	U.S. EPA	312-353-5692	west.norman@epa.gov
KEN WESTRAKE	U. S. EPA	312-886-2910	westlake.kenneth@epa.gov
Mark Peterson	IDOT - PMC	847-705-4569	mark.peterson@illinois.gov
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Jim Novak	Huff & Huff	630-684-4411	jnovak@huffnhuff.com
DAVID JOHANSEN	HR GREEN	815-385-1778	

René Thakali	Forest Service Midewin	815 423 2114	rthakali@fs.fed.us
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Rick Powell	Parsons Brinckerhoff	312 330 7477	powellw@pbworld.com
Dave McGibbon	Parsons Brinckerhoff	312 472 9987	mccgibbon@PBworld.com
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Steve Ott	Parsons Brinckerhoff	312-803-6485	ott@pbworld.com
KATIE KUKIELKA	AECOM	630-863-5123	katie.kukielka@aecom.com
Kesti Susinskas	AECOM	847-705-4126	kesti.susinskas@illinois.gov

NEPA/404 Merger Meeting Summary

February 20 and 22, 2013

FEBRUARY 20, 2013

IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson, and Washington counties
US 51 from Pana to Centralia
Environmental Impact Statement
Concurrence – Alternatives to be carried forward (modified)
ESA – Ongoing field studies

DECISIONS:

IDNR, IDOA, USFWS, USACE, and USEPA concurred with the alternatives to be carried forward as presented by the project team.

NEXT STEPS:

None noted for resource agencies.

Project team will coordinate with stakeholders regarding the four alternatives being carried forward.

Project team is working towards publishing the Draft EIS in the third or fourth quarter of 2013.

DISCUSSION:

Matt Fuller started the meeting with introductions. It was noted that the purpose of the meeting was to discuss alternative variations for the Vandalia area and to seek concurrence on the changes to the alternatives to be carried forward for detailed evaluation in the Draft EIS.

Sherry Phillips provided a background on the current status of the alternatives evaluation and focused on the four remaining alternatives in Vandalia. These alternatives are identified as Valt1 (previously called “western alternative”), Valt2 (VU), Valt3 (VS), and Valt4 (dual marked). The initial direction for the study was considering a new direct connection to I-70 which required the use of collector-distributor (CD) roads. The District is now considering modifications to the four alternatives without a new direction connection to I-70. This approach allows for the elimination of the CD roads (for three of the four alternatives), reduced footprint of impacts, and improved access. A Vandalia CAG meeting was held the previous week with 16 people attending.

Jerry Payonk presented a summary of the changes to each of the four alternatives, highlighting access to the interstate system and local connections. This information was consistent with the handout material that was provided for the meeting. Below are the key points discussed for each of the four alternatives:

- Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
 - Smaller footprint of impacts than original version
 - Allows for additional local access to US 51 in four quadrants surrounding the crossing of I-70 with one mile spacing
 - Accommodates future economic development through enhanced local access
 - Limited economic development has occurred around the existing interchange in the past four years
- Valt2
 - Shifted west to cross I-70 at the same location as Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
 - Avoids farmstead to the west
- Valt3
 - Shifted west to cross I-70 at the same location as Valt1
 - Eliminates the proposed CD Road
 - Does not provide new direct connection between US 51 and I-70
- Valt4
 - Still requires a CD road due to interchange spacing
 - Modifies the proposed changes to the existing US 51 interchange with I-70, changing from a directional interchange to a diamond interchange and resulting in a smaller footprint of impacts
 - Route 40 access is shifted slightly south to increase spacing between existing interchange ramp and intersection
 - Minimizes impacts to access on the north side of I-70

The Vandalia CAG meeting was discussed in further detail. In general, the CAG liked the changes to the alternatives better than the original versions. However, the group still expressed concerns. The Mayor of Vandalia indicated that he still wanted a third interchange along I-70 and he referenced the Mount Vernon area as a similar example. Conditions in Mount Vernon were different regarding greater traffic volumes. The Farm Bureau did not prefer Valt1 since it is farther west and has higher impacts to agricultural land. They had suggested going through the floodplains east of the existing US 51. [The regulatory agencies all agreed that an alternative to the east through the floodplains and wetlands would not be practicable.] The No-Build alternative was discussed at the Vandalia CAG meeting. [The group discussed the validity of the No-Build alternative since the purpose and need relate to continuity and connectivity. It was agreed that the No-Build alternative is not an option for the Vandalia area since there are other reasonable alternatives.]

It was noted that the IL DOA would likely object to a third interchange along I-70 due to agricultural land impacts. FHWA further noted that their guidance on interchanges includes eight controlling criteria to be able to justify an access break to the interstate system. A proposal for a third interchange along I-70 would need to meet these criteria addressing spacing, safety, and operations. The group surmised that these criteria probably could not be met.

The schedule for the US 51 EIS project was discussed. The District would be submitting a Draft EIS in late March or early April for FHWA's first review. The Draft EIS publication would be targeted for seven months later. CAG meetings would be conducted over the summer and a Public Hearing will be planned for late this year after the Draft EIS is published. IL DOA asked about the 1006 forms for the alternatives and it was agreed that they would be provided as soon as they are available. The group discussed I-70 as a destination for Valt4. The US 51 Coalition is a support group for the project that has been active in securing funding for the various section of the US 51 improvements.

FHWA indicated that concurrence was being sought for moving forward with further detailed studies for the four modified alternatives in Vandalia (Valt1, Valt2, Valt3, Valt4). The following agencies concurred: IDNR, IL DOA, USFWS, USACOE, and US EPA.

FEBRUARY 22, 2013

**IDOT District 1, Lake County
US 14 Grade Separation in Barrington
Environmental Assessment
Concurrence – Alternatives to be carried forward
ESA – No Effect Determination (not enough associates for EPFO in wetlands, no other federal species)**

DECISIONS:

Alternatives to be Carried Forward concurrence obtained from USACE, USEPA, USFWS.

NEXT STEPS:

IDOT (V. Ruiz) to provide wetland delineations to USACE and USFWS.

The fourth CAG meeting is expected to be held in April 2013 and the third Public Meeting is expected to be held shortly after.

A project status update will be presented at the June 2013 NEPA/404 merger meeting.

USACE noted that as a general practice, IDOT needs to provide a copy of the wetland delineations to USACE prior to or concurrent with the alternatives to be carried forward concurrence point.

DISCUSSION:

This was the third presentation of the project to the NEPA/404 merger team. The previous presentation was on September 6, 2012 where concurrence on the Purpose and Need Statement was obtained. The purpose of this third presentation was to obtain concurrence on the Alternatives to be Carried Forward.

The presentation was conducted by Bob Andres of Civiltech Engineering, the project consultant. This is a joint project between the Village of Barrington (Village) and the Illinois Department of Transportation (IDOT) with the Village acting as the lead agency. The project is being funded mainly with a TIGER 2 grant obtained by the Village.

The meeting began with a brief recap of the project and update of the project status. The third Community Advisory Group (CAG) meeting was held in October 2012, and the second Public Meeting was held in November. The previously approved Purpose and Need Statement was presented.

The following Build Alternatives were evaluated:

- Railroad overpass
- Railroad underpass
- Railroad partially raised over partially lowered highway
- Railroad partially lowered under partially raised highway
- Highway overpass

Highway underpass

The railroad overpass would require 2.5 miles of rail elevation change, a railroad runaround during construction, six new railroad bridges, and nearly continuous retaining walls along the railroad. The railroad underpass would result in 3.7 miles of rail elevation change with nearly continuous retaining walls along the distance, and would also require a railroad runaround during construction. In addition, five new highway bridges, one new railroad bridge at the Union Pacific Railroad (UP), and five pump stations would be required. Due to the numerous impacts associated with these alternatives, it was recommended that the railroad overpass and railroad underpass alternatives be dismissed from further consideration.

The alternative to partially raise the railroad results in a half mile of raised rail elevation, and would require that 1,400 feet of U.S. Route 14 be lowered. This work would also require a railroad runaround with temporary at-grade crossings. Partially lowering the railroad would result in over a half mile of lowered rail elevation, while U.S. Route 14 would be raised for 1,900 feet. This would also require a railroad runaround and temporary at-grade crossings, and U.S. Route 14 would also need to be closed for several weeks. Due to the impacts associated with these alternatives, it was recommended that the railroad partially raised and railroad partially lowered alternatives be dismissed from further consideration.

The remaining alternatives are the highway overpass and highway underpass, with the railroad remaining at existing grade. Both alternatives require a wider footprint for U.S. Route 14, necessitating right-of-way acquisition. There are three options to achieve the required width for both the overpass and underpass: widen to the north, widen to the south, or widen to both the north and south. These alternatives were presented, and the impacts involving displacements, right-of-way acquisition, Citizens Park, the Barrington Area Library, and parking were discussed for each. Due to the close proximity of residences on the south side of U.S. Route 14, including the Shorely Woods condominium development, the alternatives to widen U.S. Route 14 to the south as well as widening to both the north and south resulted in significantly more displacements and parking impacts than the alternatives to widen U.S. Route 14 to the north. Therefore, it was recommended that the overpass and underpass alternatives with U.S. Route 14 widened to the north be carried forward, since these alternatives resulted in less impacts than other comparable alternatives.

The intersection of U.S. Route 14 at Lake Zurich Road was discussed next. This intersection is located on a horizontal curve and is unsignalized. There have been many public requests at this intersection for a traffic signal, however the intersection does not currently meet traffic volume requirements for a traffic signal. Furthermore, since there is an existing signal at Berry Road, SRA signal spacing requirements also do not allow for a signal at Lake Zurich Road. During the AM peak hour, there is a high demand of vehicles traveling south on Lake Zurich Road that wish to turn left onto southbound U.S. Route 14. The high traffic volume on U.S. Route 14 makes this left turn movement extremely difficult, therefore many drivers opt to turn right onto U.S. Route 14 and make an immediate left turn onto southbound North Avenue, travel through the neighborhood, and turn right onto U.S. Route 14. If a grade separation were constructed, North Avenue would be disconnected from U.S. Route 14 and left turns onto southbound North Avenue would no longer be possible. This would result in an increase in left turns from Lake Zurich Road onto U.S. Route 14, which would further increase delays on Lake Zurich Road and

the potential for crashes at the intersection.

If a grade separation were constructed, Lake Zurich Road would need to be raised 16 feet or lowered 12 feet to intersect U.S. Route 14 at its current location, requiring large retaining walls in Citizens Park. Instead of changing the elevation of Lake Zurich Road, an option has been developed to realign Lake Zurich Road to intersect U.S. Route 14 at Berry Road. Wetland delineations were recently completed, and it was noted that Lake Zurich Road could be realigned without impacts to existing wetlands. This potential realignment would improve safety by eliminating the existing unsignalized right-angle vehicle conflicts, and reduce the delays for traffic on Lake Zurich Road. However, this option would have substantial impacts to the Barrington Area Library. Due to the benefits, it was recommended that the option to realign Lake Zurich Road be carried forward for further study, in conjunction with the grade separation alternatives.

USACE (Hall) asked if the Purpose and Need Statement should be revised to address the issues at Lake Zurich Road. FHWA (Fuller) stated that they do not feel a revision to the Purpose and Need Statement is necessary, since the potential realignment of Lake Zurich Road would be a result of accommodating the road under a grade separation improvement. With a grade separation, Lake Zurich Road needs to be addressed, either by raising or lowering the elevation of the road to intersect U.S. Route 14 at its current location, or realigning the road to intersect U.S. Route 14 at a different location.

The following Alternatives to be Carried Forward were proposed:

Highway Overpass - Highway Shifted North

Highway Underpass - Highway Shifted North

No-Action

It was also recommended that the realignment of Lake Zurich Road be carried forward for further evaluation in conjunction with all grade separation alternatives.

USFWS, USEPA and USACE concurred with the Alternatives to be Carried Forward.

The next CAG meeting is expected to be held in early April, with the next Public Meeting held later that month. The Alternatives to be Carried Forward will be presented at the meeting.

It was noted that the project is being funded by a federal TIGER 2 grant. There is a sense of urgency associated with these funds as they are essentially "use it or lose it." If the project is not completed on schedule, the funding can be removed from the project. The completion date for this project is February 2014.

This project will be presented at the June 2013 NEPA/404 merger meeting to provide an update on the results of the Public Meeting. A preview of what the requested Preferred Alternative is expected to be will also be presented and discussed. The Preferred Alternative will be presented for concurrence at the September 2013 meeting.

USACE (Hall) asked what the cost is of the overpass vs. the underpass. Costs have not been calculated yet, but the cost of the underpass is likely higher due to the creek relocation and associated displacements.

USEPA (West) asked if any public meetings have been held yet. Two public meetings have been held, but details on the Alternatives to be Carried Forward, and the impacts associated with them, have not been presented to the public yet.

USACE (Hall) asked if there was any additional information on the historic alignment of Flint Creek near the railroad. No attendees knew of any available information on the historic alignment.

USEPA (West) stated that, although Flint Creek is a low-quality resource in this area, it is high-quality at Cuba Marsh. Civiltech (Andres) agreed, and stated that Flint Creek flows out of Cuba Marsh, therefore potential work to realign the creek would not have adverse impacts on Cuba Marsh.

IDOT (Baczek) asked if there is a flooding problem along the creek. There is a flooding problem upstream of U.S. Route 14, which is due to the constrained area of the creek located south of U.S. Route 14. USEPA (Westlake) asked if the potential realignment of Flint Creek for an underpass would reduce upstream flooding. Civiltech (Andres) responded that it would.

USFWS (Cirton) asked if separate impacts had been calculated for impacts to wetlands and Waters of the U.S. This has not been calculated yet, but will be.

USEPA (West) asked for the Village's opinion of realigning Lake Zurich Road. The Village (Summers) responded that the Village has studied this issue in the past. There were previous studies to realign Lake Zurich Road to intersect Valencia Avenue, however other developments in the area blocked that alignment. USEPA (West) asked if the road could be realigned to intersect U.S. 14 at Berry at a 90 degree angle, however it was noted that would separate the library from its parking lot, which would be unpopular. The Village (Summers) stated that the right-of-way needed to realign Lake Zurich Road had been set aside when Citizens Park was created, and it would be difficult to try to get additional right-of-way from the park at this time.

IDOT (Baczek) asked if the purchase or development of Citizens Park had included LAWCON or other federal funding. The Village (Summers) replied that creation of the park had been locally funded by a tax increase via referendum.

USACE and USFWS requested wetland delineations. USACE (Hall) stated that in general, wetland delineations should always be included with the Alternatives to be Carried Forward submittal package.

USEPA (Westlake) asked if construction of a grade separation would require U.S. Route 14 to be closed. Civiltech (Andres) responded it would not. If an overpass were constructed, one lane of traffic would be able to be staged first on the existing pavement while half of the overpass was constructed, then shifted onto the new overpass pavement while the other half of the structure was constructed. If an underpass were constructed, traffic would be moved to a temporary runaround. Flint Creek would be relocated after traffic was moved to the underpass.

USACE (Hall) stated that an underpass would have a temporary impact to Flint Creek.

However, the final realignment of the creek could be considered mitigation. IDOT (Ruiz) asked if an Individual Permit (IP) would be required, USACE replied that public reaction typically dictates whether an IP is required or not, and noted that USACE is favorable of the new green space along the relocated creek.

IDOT District 1, McHenry County
US 12 Richmond Bypass
Environmental Assessment
Information – Alternatives to be carried forward
ESA – not discussed

DECISIONS:

No decisions were requested and no decisions were made.

NEXT STEPS:

The project team has a public meeting scheduled for the Spring and another TAG meeting is likely to occur within this time period as well.

USFWS will discuss internally and provide a position to IDOT regarding the proposed western alternatives within the proposed Hackmatack boundary.

The project team is anticipating seeking concurrence on alternatives to be carried forward at the June Merger Team Meeting.

The project team will schedule a field review with USACE, USFWS, and USEPA prior to requesting concurrence on alternatives to be carried forward.

DISCUSSION:

This was the fourth NEPA/404 presentation of this project. The previous presentation was on June 15th, 2012 where an overview of the initial range of alternatives, additional alternatives developed since the last meeting and initial alternatives evaluation results related to Purpose and Need (P & N) and environmental impacts were presented.

The consultant made a PowerPoint presentation to the group for informational purposes. The presentation provided:

Brief Project Status Update
Alternatives removed/remaining
Evaluation of remaining east and west bypass options
Next steps

Project Status Update

Subsequent to the previous Merger Team meeting, the project team has been performing additional engineering analysis and coordinating with stakeholders to resolve unanswered questions on select alternatives. For alternatives utilizing existing US 12/IL 173, additional

engineering detail has been added to verify roadway needs and to understand potential impacts of utilizing existing routes. This information was provided to the Village of Richmond for their input. In addition, the team has met with the McHenry County Conservation District (MCCD), Illinois Nature Preserve Commission (INPC) and Technical Advisory Group (TAG) to further the discussion of alternatives on new alignment.

Alternatives removed/remaining

To summarize, the results of the additional analysis and coordination has influenced the desirability of the alternatives to be carried forward in the following manner:

Northwest alternatives removed due to resource agency input (previous determination from June Merger Meeting),

Northeast alternatives removed due to potential nature preserve and residential impacts. INPC stated that they would resist attempts to cross Elizabeth Lake Nature Preserve and buffer areas. Village of Richmond stated that they would not support an alternative that crossed into recently constructed subdivisions if shifted off of the adjacent INPC property.

Central Corridor removed due to large number of floodplain impacts (parallels North Branch of Nippersink Creek)

Keystone Corridor added back due to MCCD input. Keystone Road would be located along the western fringe of the proposed Hackmatack National Wildlife Refuge (NWR) and utilize existing ROW and paved areas.

Remaining alternatives (all utilize existing US 12 north of IL 173)

- Keystone (West)
- Near West (West)
- FAP 420 (West)
- Hunt Club (East)
- Hunt Club Shifted (East)

Evaluation of remaining east and west bypass options

The remaining alternatives will be re-evaluated based on Purpose and Need, environmental criteria, economic development, travel performance and cost. A major consideration for the west side alternatives is the influence of the Hackmatack NWR. For alternatives that are located within the high priority parcels for the NWR, would they be less likely to receive agency approval and, therefore, should be dismissed? This determination needs to be made prior to advancement of alternatives that are located within the refuge boundaries. The Village of Richmond views western alternatives as having more economic benefit than eastern alternatives.

Next steps

A public meeting is scheduled for the Spring and another TAG meeting is likely to be scheduled within this time period as well. The TAG has requested to be informed of NEPA Merger Team input. The Project Team is anticipating seeking concurrence on Alternatives Carried Forward at

the June Merger Team Meeting. The Alternatives Analysis Report is being updated with the latest findings and will be submitted for review shortly.

Discussion

The USFWS has not acquired any of the Hackmatack core area but they would like to acquire it as soon as possible. It is a high priority area.

USFWS stated that they would likely not support any of the western alternatives within the Hackmatack boundary. However, the Keystone Road alternative could possibly work. Additional discussion with supervisory staff is needed to verify this position. The Keystone Road alternative is located along the west fringe of the reserve, with only the southern section of the alignment traversing a portion of the refuge.

USEPA stated that the FAP 420 ROW is problematic (since it travels through the center of high priority Hackmatack NWR core areas).

USEPA questioned whether all of the alternatives meet the P & N?

They all meet the P & N to some degree with some alternatives meeting the needs better than others.

USEPA stated that the Keystone Road alternative would create fewer conflicts within the NWR boundary and that they were comfortable with the further consideration of the Keystone Road alternative.

USEPA questioned whether there were impacts to the wetlands along US 12 east of the IL 31 intersection at the south end of Richmond. These impacts would be the result of intersection improvements needed for the western alternatives.

HRG stated that geometry was developed for this intersection and improvements were tapered back to the existing limits prior to the North Branch of the Nippersink Creek bridge thereby avoiding potential impacts to wetlands in this location.

It was the general consensus of the group that Alternatives Carried Forward should include two eastern alternatives and Keystone Road.

USEPA noted surprise that the western alternatives were not wider at the IL 173 intersection.

HRG stated that more refinements are likely for the geometry to reflect final intersection geometrics and ROW needs. IL 173 also is recommended for realignment to eliminate an s-curve in the alignment. This realignment creates MCCD impacts south of IL 173 and this has been discussed informally with MCCD.

The USEPA stated that they would like to have another field trip to the area before the June NEPA 404 Merger meeting. USFWS agreed as they could not attend the previous one held in 2011.

**IDOT District 1, Will County, IL and INDOT, Lake County, IN
Illiana Corridor
Environmental Impact Statement
Scoping
ESA – field studies and data ongoing**

Scoping Meeting for the Illiana Corridor Tier Two Environmental Impact Statement was held on February 22, 2013 at USEPA's Region 5 office in Chicago, Illinois; participants in the respective state division offices of the Federal Highway Administration in Springfield, Illinois and Indianapolis, Indiana joined the meeting via video conferencing.

The Scoping meeting agenda included the following discussion points:

- Introductions
- Purpose of Meeting
- Environmental Resource Methodology for Tier Two
- Context Sensitive Solutions
- What's Next for You

Opening remarks regarding the purpose of the meeting were provided by M. Fuller, followed by self-introductions of the participants. The meeting was guided by a PowerPoint presentation presented by S. Schilke (copy attached). In the presentation, an overview of the project, NEPA process for review and concurrence, and schedule were summarized and discussed; the methodologies for assessing environmental impacts were then presented. In reviewing the Scoping Document, S. Schilke clarified that comments would be expected on or before March 14, 2013. A review of Corridor B3 was then provided by S. Schilke, highlighting key opportunity areas in proximity to the corridor that would be considered in developing an overall plan of mitigation.

Open discussion followed the presentation and the following questions and/or comments were made:

- S. Hall inquired about the range of alternatives to be evaluated as part of Tier Two, including discrete roadway alignments, alternate interchange layouts, and stream crossings. S. Schilke stated that the preliminary engineering is now underway and those alternative design concepts which merit review will be presented in April.
- S. Hall suggested that a schedule for periodic agency reviews be established, including an opportunity for field review. He also commented that it would be helpful to receive pertinent information in advance. M. Fuller stated that under the circumstances it would be appropriate to schedule monthly meetings, using Web-Ex as appropriate to assist in the review.

- Following general concurrence by the attendees, K. Westlake stated a preference to also schedule these meetings approximately a week after the Corridor Planning Group meetings.
- S. Cirton inquired if the Indiana Bat or other threatened and endangered species field survey results were available, as had been previously requested. S. Hargrove noted that the mussel surveys are complete; however, the report has not been written. She also commented that surveys for the Eastern Prairie Fringed Orchid were conducted, and no species were found. S. Cirton stated further that additional surveys for the Indiana Bat may be needed depending on the sites surveyed by the Illinois Natural History Survey in 2012. S. Hargrove stated that the Indiana Bat survey task is complete, although the report has not been finalized for distribution. No bats were identified during the INHS surveys.
- With regard to wetlands, S. Hargrove indicated that shapefiles of wetland surveys can be provided at this time; however, the data excludes farmed wetlands, large wetland areas and Waters of the US. Discussion followed regarding the importance of the FQA data relative to the Eastern Prairie Fringed Orchid.
- P. Leffler stated that the April timeframe is optimistic to review the wetland data, and sufficient time will be needed in coordinating with the Indiana Department of Environmental Management. Reports should be sent in advance for their review, which would be followed by a field review and verification.
- R. Hommes inquired if protocols including post-construction monitoring of resources will be established for project construction. S. Schilke responded that such protocols could be included in the EIS (in the form of commitments), and/or developed through coordination with regulatory agencies and other stakeholders.
- Following a review of the green infrastructure and context sensitive design opportunities, S. Cirton inquired about the availability of design guidelines, and whether the location of the built examples of bifurcated lanes and bridges over streams shown in the presentation could be provided. C. Schulz indicated that these will be compiled and forwarded to the attendees.

The meeting concluded at approximately (4:15 PM).

STAKEHOLDER MEETING SUMMARY

City of Wilmington-Midewin National Tallgrass Prairie Planning Workshop

Date: March 13, 2013
Time: 1:30 PM
Location: Midewin National Tallgrass Prairie Supervisor's office, Wilmington, IL

- The primary purpose of the Planning Workshop was to present the Illiana Tier Two activities and to look at proposed corridor treatments and access issues, particularly the presence of, location and type of interchange of the Illiana Corridor with IL Route 53 or the nearby area. A Power Point presentation was given by S. Schilke, Cory Schulz and Ron Shimizu outlining agenda items: Introductions, Desired Meeting Outcomes, Functional Components, Preliminary Corridor Analysis, Initial Corridor Design Concepts, and Mitigation Strategies.
- The following items were discussed:
 - A. Haaker inquired if any of the proposed interchange concepts took "stress" off of IL Route 53. S. Schilke explained that there are not many options for traffic entering and leaving the intermodal sites. Arsenal Road to I-55, and IL 53 north to I-80 and IL 53 south to southern and eastern destinations are the primary routes. M. Orr concurred with this assessment. A. Haaker asked about the new Arsenal Road interchange and how it redistributed traffic.
 - Wilmington Peotone Road traffic was discussed. M. Orr stated that the city and county could potentially come to agreement on accommodating additional traffic on Wilmington-Peotone Road if caused by an offset interchange "3 miles" to the east (this was done at Lorenzo Road by transferring maintenance to the city, which then improved Lorenzo Road by developer agreement).
 - It was acknowledged that IL 53 will see increased traffic regardless. However, some attendees were interested in seeing if spreading out the traffic among interchanges would have a positive effect. City of Wilmington desires to get truck traffic "off the side roads". T. Graff stated truckers are unique, especially the day trip haulers, who will look to take the easiest route from point A to point B. Some of the truckers are also averse to paying a toll.
 - A "Route 66 look" was identified as a desired element of the Illiana crossing of IL 53. Part of the presentation identified decorative bridge railing that would have a 1930's appearance.
 - T. Graff endorsed the "meandering stream" concept of a relocated branch of Forked Creek north of the Water's Edge subdivision. He also endorsed having a Midewin theme extended further south down IL 53 and stated the concepts presented were "going in the right direction".
 - R. Thakali stated "no interchange" would be best for Midewin from the standpoint of environmental effects.
 - A. Haaker stated as a historic resource, additional input is needed from other communities and stakeholders, including the Route 66 Association, IL and National Scenic Byways.
 - S. Cirton commented on "green corridor" elements of the project as presented.
 - M. Fuller questioned a discrepancy in the traffic numbers presented in the presentation vs. the handout.

The meeting concluded at approximately 4:00 PM.

Attendees:



Illiana Corridor Phase I Study

Steve Schilke – IDOT
Katie Kukiela – IDOT
Rick Powell – PB
Steve Ott – PB
Ed Leonard – PB
Keith Sherman – PB
Dave McGibbon – PB
Ron Shimizu - PB
Cory Schulz – PB
Marty Orr – City of Wilmington
Tony Graff – City of Wilmington
Bob Hommes – MNTP
Renee Thakali – MNTP
Rick Short – MNTP
Matt Fuller – FHWA
Brad Koldehoff – IDOT BDE
Emilie Eggemeyer – IDOT BDE
Susan Hargrove – IDOT BDE
Steve Hamer – IDNR
Anne Haaker – IHPA

Remote attendees:

Terry Savko – IDOA
Shawn Cirton – FWS
P. Knysz – CBBEL
J. Anderson – CBBEL
J. Novak – Huff & Huff
J. Slaton - PB

**FHWA/Resource Agency Conference Call Agenda - Illiana Corridor Tier Two EIS
Study; March 22, 2013**

Time: 10:00 AM to 12:00 PM Central / 11:00 AM to 1:00 PM Eastern

Dial In: 1-650-479-3208

Access Code: 732 485 663

WebEx:

<https://pbchicago.webex.com/pbchicago/j.php?AT=WMI&EventID=156714097&RT=MiMxMQ%3D%3D>

Agenda Items:

1. Update on activities since last meeting (February 22nd Scoping)
 - a. Midewin- Wilmington, March 13th
 - b. CPG #1 – March 14th
 - c. Rte. 66 Corridor Group (Executive Committee), March 20th
2. Purpose and Need Concurrence
 - a. Request for comments issued March 15, 2013
 - b. Concurrence meeting to be held week of April 15, 2013
3. Grassland Birds
 - a. Methodology development/review
 - b. Next steps
4. Section 7 Process
 - a. Field Work
 - b. Biological Assessment/USFWS consultation (informal)
5. Stream Crossings
 - a. Coordination with agencies
6. Wetland delineations
 - a. Field work
 - b. Next steps
7. Alternatives
 - a. Alignment Shifts
 - b. Interchange Locations
 - c. Road Closures



FHWA and Resource Agency Coordination Meeting

March 22, 2013

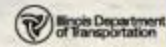
Tier Two



S-073

Agenda

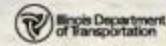
Tier Two



1. Scoping Comments
2. Update on activities since last meeting (scoping in February)
3. Purpose and Need Concurrence
4. Grassland Birds
5. Section 7 Process
6. Stream Crossings
7. Wetland Delineations
8. Alternatives

Scoping Comments (to date)

Tier Two



- Comments received from:
 - U.S. Army Corps of Engineers, Chicago District
 - Midewin National Tallgrass Prairie
 - Indiana Department of Environmental Management
- Comment period closes April 10th
- Scoping Report to follow



- Midewin National Tallgrass Prairie/City of Wilmington – March 13th
- CPG Meeting #1 – March 14th
- CMAP Coordination – March 15th
- NIRPC Coordination – March 19th
- IL-53 Corridor Plan Steering Committee – March 20th

- Corridor-wide Design Concepts
- IL-53 interchange – alternative designs and locations
- Key design components: grading, drainage, lane shifts, native plantings
- Feedback on:
 - Historic aspects of Alt US 66
 - Interchange locations
 - CSS concepts
 - Additional stakeholders requested to be involved



- Tier One recap /Tier Two process
- Tier Two Purpose and Need
- Range of potential alternatives
- Landowner outreach
- CSS; Next steps
- Feedback on:
 - Landowner interaction (5 meetings for 406 unique parcels)
 - Assistance with land use planning
 - P3
 - Road closures/access/interchanges



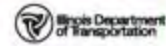
- Overall corridor concepts
- IL 53 interchange – alternative designs and locations
- Feedback on:
 - Need for coordinated land use planning
 - Best location for interchange
 - IL 53 Group potential recommendation for IL 53 interchange location
 - Request to look at Cedar Road access alternative



Major Purpose and Need points remain the same:

- Alleviate Local System Congestion and Improve Local System Mobility
- Improve Regional Mobility
- Provide for Efficient Movement of Freight

Purpose and Need: Updates



- Updated to indicate Corridor B3 as the selected alternative of the Tier One Single Document FEIS/ROD
- Updated to indicate the project is funded through the Tier Two EIS, and that further coordination will be needed with CMAP and NIRPC for inclusion in their long-range regional plans
- Added “in a manner consistent with the commitments in the Tier One Record of Decision” to the Purpose statement

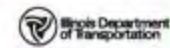
Comments by April 15, 2013



- White paper research and approaches to be submitted
- 32 studies analyzed the effects of noise on avian species
- No definitive conclusions; two options for further analysis:
 - 1) Use distance as a criteria for impact
 - 2) Use noise levels and species-specific data

1) Distance as Criteria for Bird Impacts

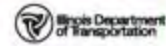
Tier Two



- Forman (2002)
 - 8,000 to 15,000 ADT
 - breeding is reduced or eliminated for 400 meters (1,312 feet)
 - 15,000 to 30,000 ADT
 - not present or regularly breeding for 700 meters (2,296 feet)
 - >30,000 ADT
 - presence and breeding are reduced for 1,200 meters (3,937 feet)
- Veen (1973) and van der Zande et al. (1980)
 - 54,000 vehicles per average weekday
 - avoidance ranges from 1,600-1,800 meters (5,249-5,905 feet), and up to 2,000 meters (6,561 feet)
- CenterPoint Intermodal Center North project

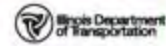
2) Noise Levels and Species-Specific Data for Bird Impacts

Tier Two



- Bioacoustics Research Team (1997)
 - 60 dB(A)
 - County of San Diego has adopted this recommendation
- Dooling (2005)
 - frequency region where passerine species vocalize most is around 2-4 kHz
- Conduct noise monitoring for existing and proposed Illiana Corridor
- Assess whether existing condition and/or proposed Illiana Corridor are masking passerine species vocalizations

Section 7 Process



- The INHS Indiana bat report for Illinois was received and forwarded to the USFWS for review
 - INHS report documents where mist netting occurred and provided rationale why other areas were not sampled
 - USFWS acknowledged receipt and after review will provide comments
- Continue informal USFWS coordination during the Tier Two process:
 - Sheepnose Mussel (INHS assumes this to be present in Kankakee River)
 - Eastern Prairie Fringed Orchid (INHS surveys indicate it is not present in Illinois)
 - Further assessment on the potential presence of the Orchid will be completed after all wetland delineations are finalized and Floristic Quality Assessments are compiled



- Aquatic resource sampling locations provided to resource agencies
- Stream crossing and/or aquatic resource assessment summary update to be discussed with agency representatives in May/June
- Separate CWA Section 401/404 individual permit application to be submitted for each state



- Most wetland delineations are complete in Illinois and Indiana. Follow-up visits scheduled in April to complete delineations
- Floristic quality assessments (FQA) completion anticipated in May-June 2013
- Wetland reports anticipated in May 2013
- FQA of wetland sites will determine whether additional surveys are needed or the Eastern Prairie Fringed Orchid



- Wetland delineations complete on 90% of alignment
 - 89 total wetlands (180 acres) delineated within the 2,000 Corridor B3
 - Approximately 118 acres (EM), 46 acres (FO), and 14 acres of (SS)
 - 9 high quality aquatic resources (FQA > 20)
- 15 remaining sites for FQA and boundary confirmation
- Remaining field work to commence during growing season

- Spring 2012 Design level Aerial Photography
 - LIDAR based Digital Terrain Models
 - Conventional Stream Crossing Survey
- Environmental Data
 - Shape files from early ENV field work provided to teams
 - Outreach to key data sources for updates
- Stakeholder input
- Landowner input
- Refinements

Context Sensitive Planning

Tier Two



Corridor Analysis

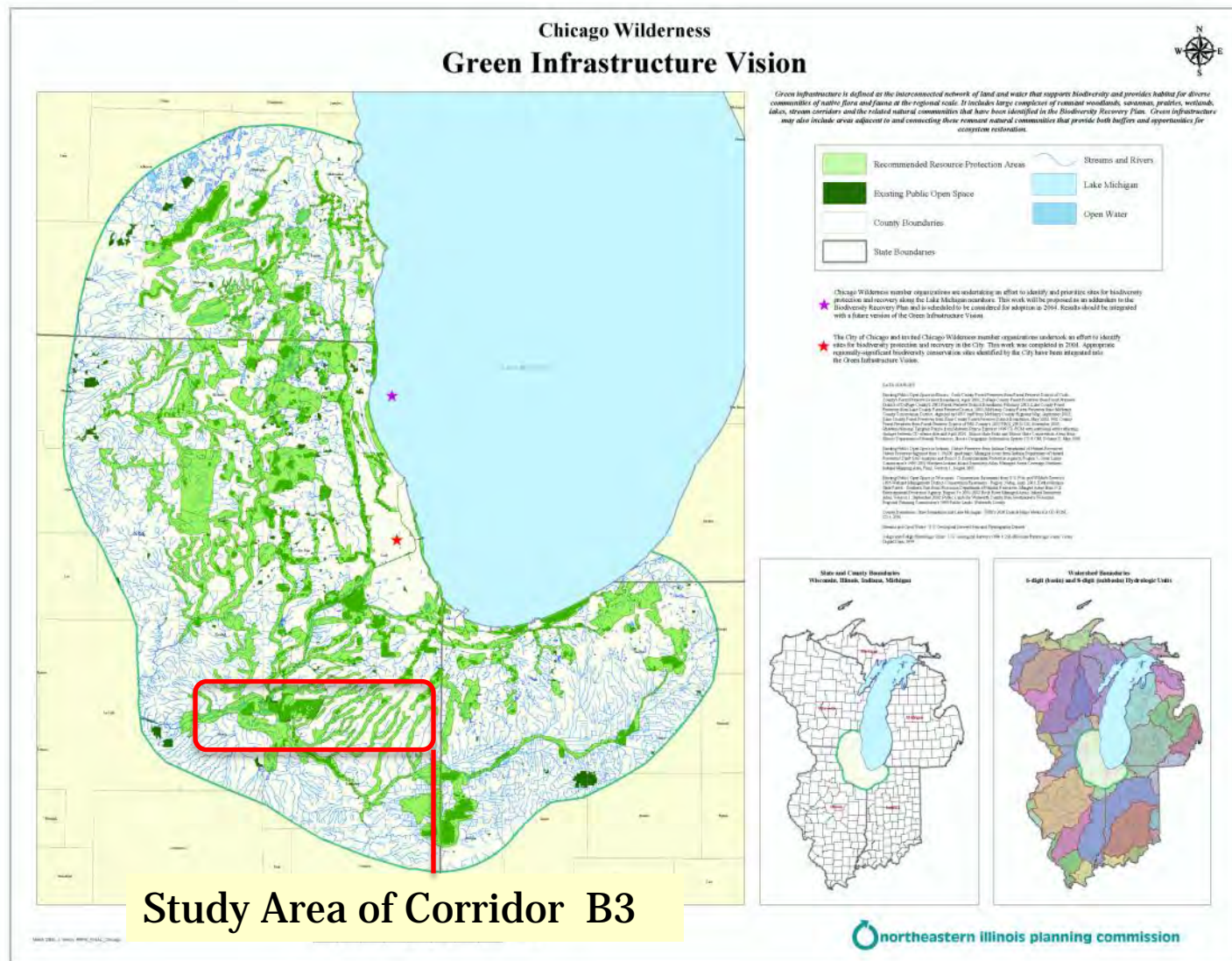


- Waters of the U.S. and regulated floodplains
- Corridor Visual/Context Analysis
- Sustainability and Context Design Concepts



Context - Tri-state Corridor Green Infrastructure

Tier Two

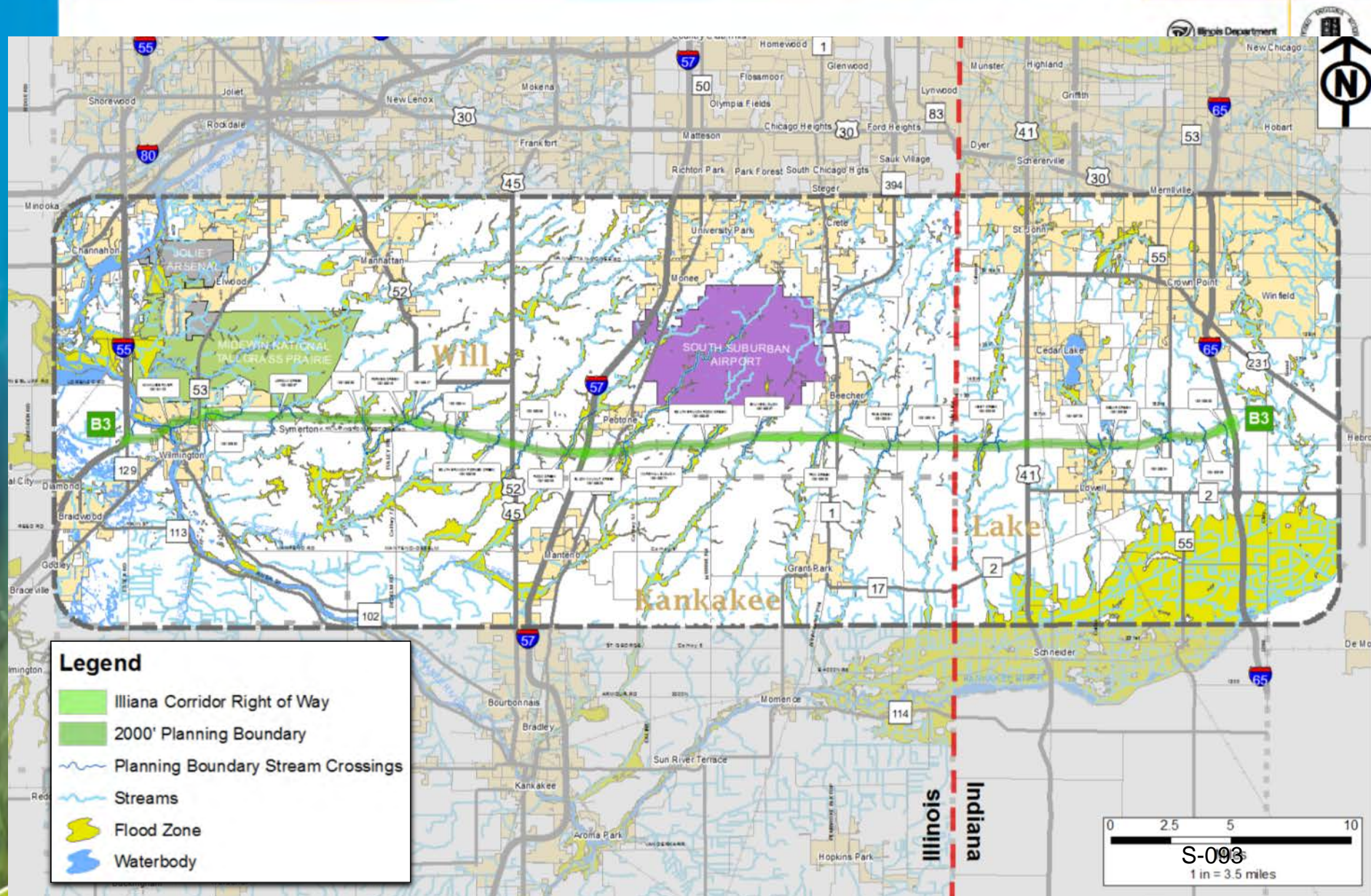


S-092

Context - Illiana Corridor B3

Waters of the U.S. and regulated floodplains

Tier Two



Context - Illiana Corridor Stream Rating

Tier Two



- Green Infrastructure Vision Plan - IL
- Major streams - IN

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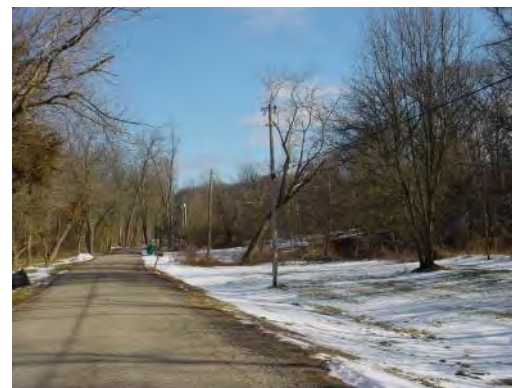
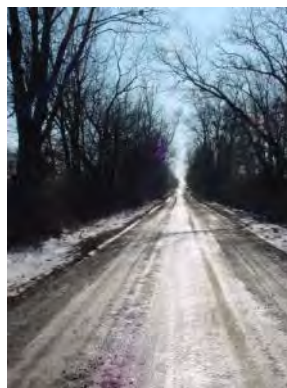
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DRAFT

Stream	Biological Significance; IL DNR Diversity/Integrity	T&E Species/ Natural Area	Channel Morphology	Wildlife Corridor Potential	Water Quality	Recreational Opportunities
Kankakee River 123164101	IL DNR B/B	Natural Area; Mussels (ST,FE); Fish (ST,SE)	Natural	Very High Numerous T&E species are known within the Kankakee River. Riparian areas are generally forested stream	303(d) Impaired; Not Supporting FC, PFPWS; Fully Supporting AL, PC, SC, AQ	Public Fishing Access Areas; NE Illinois Regional Water Trail
Unnamed Tributary of Forked Creek 123160882	Not Listed	Not Identified	Partially Channelized & Partially Natural	High Contains an extensive small line forest riparian area that follows the UP railroad	Not Listed	Not Identified/ Assessed
Jordan Creek 123163067	IL DNR C/C	Not Identified	Natural	High Contains a rather wide forested and herbaceous riparian corridor	Not Assessed	Not Identified/ Assessed
Forked Creek 123163049	IL DNR B/B	Mussels (ST) - live	Natural	High Large parcels of forested areas	Fully Supporting AL	Canoe/Kayak/Fishing Opportunities (Forked Creek Greenway Plan)
Unnamed Tributary of Forked Creek 123163347	Not Listed	Not Identified	Channelized	High Channelized Has relatively large forested areas nearby	Not Listed	Not Identified/ Assessed
South Branch Forked Creek Tributary 123163343	Not Listed	Not Identified	Channelized	Low Channelized with some riparian vegetation	Not Listed	Not Identified/ Assessed
South Branch Forked Creek 123163595	IL DNR C/C	Not Identified	Natural	Moderate Channelized with some	Not Assessed	S-094 Not Identified/ Assessed

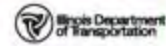
- Initial Corridor Design Concepts

- Gently touch the land, appearing integrated into the landscape
- Grading, drainage and plantings mimic natural environment
- Alignment capitalizes on unique visual aspects of the corridor: topography, land forms, vegetation and hydrologic systems.
- Highway infrastructure should not dominate the view shed except at specific locations such as community gateways or special crossing locations.



Illiana Corridor Context Design Concepts

Tier Two

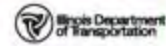


- Naturalized Drainage Course

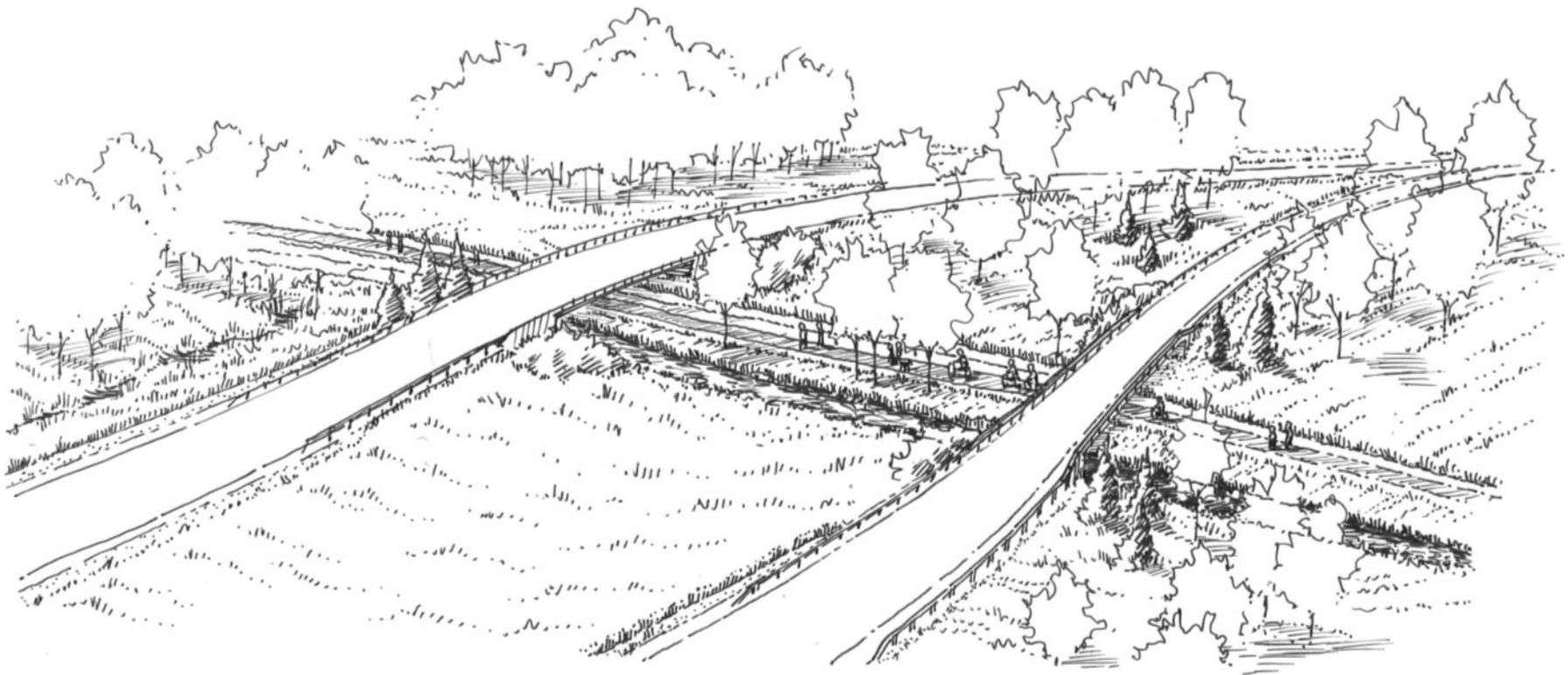


Illiana Corridor Context Design Concepts

Tier Two



- Lane Separation at Water Course

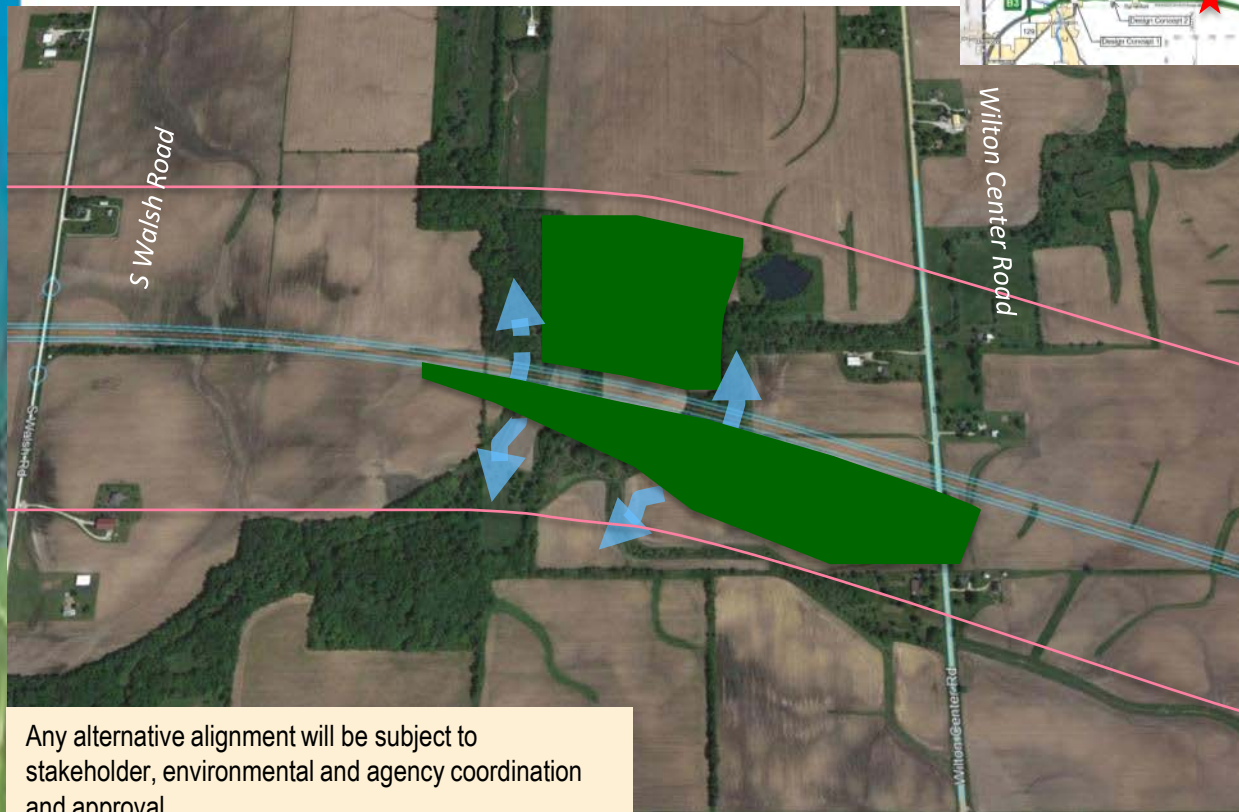


Potential Alignment Refinements

Tier Two



- S. Walsh - Wilton Center: Habitat Area
 - Potential to create expanded water quality/habitat feature and wildlife undercrossing.



B3 Tier 1 ILLIANA alignment

2000' Corridor

Any alternative alignment will be subject to stakeholder, environmental and agency coordination and approval.



Potential Alignment Refinements

Tier Two



- S. Stoney Island Avenue
 - Potential split-lane alignment to minimize stream crossing impact and create expanded water quality/ habitat feature and wildlife undercrossing

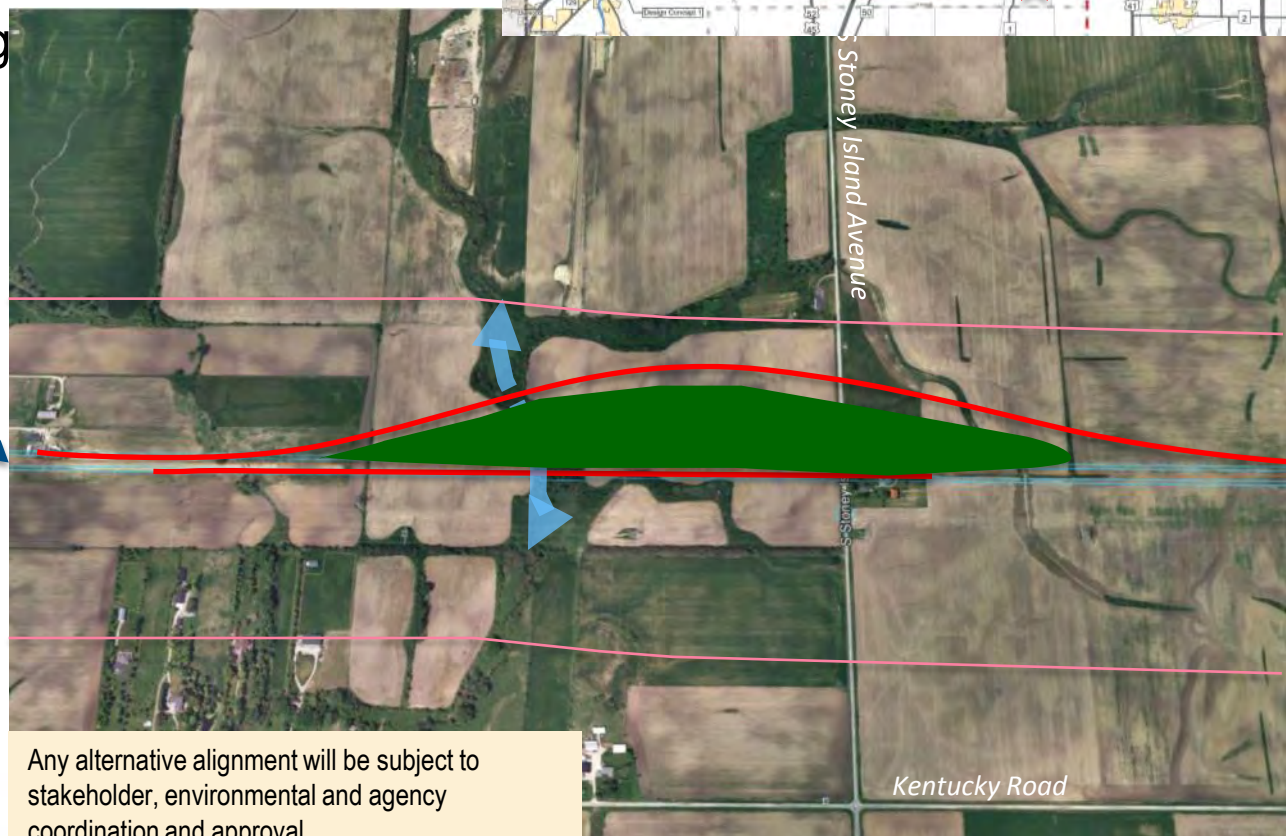


B3 Tier 1 ILLIANA alignment

2000' Corridor



Potential Alignment Refinement



Any alternative alignment will be subject to stakeholder, environmental and agency coordination and approval.

feet
km

S-099

Wildlife Under-Crossings

Tier Two



http://commons.wikimedia.org/wiki/File:Ecoduc_A73C.jpg



Illiana Corridor Context Design Concepts

Tier Two



- Key Design Components (cont.)
 - Naturalized/Native Planting
 - Restore diverse plant ecosystem; native grasses, wildflowers, shrubs, and trees
 - Create wildlife corridors with vegetative cover to provide food source /habitat
 - Stabilize graded slopes, drainageways, and ponds
 - Screen objectionable views and frame positive views
 - Soften engineered slopes meeting desired grading parameters
 - Vary establishment techniques; whips, cuttings, seeding and nut/seed beds



S-101

Illiana Corridor Context Design Concepts

Tier Two



- Naturalized Native Plantings in Highway Corridor



System interchanges provide opportunity for large areas of native planting and Corridor Identity elements



S-102

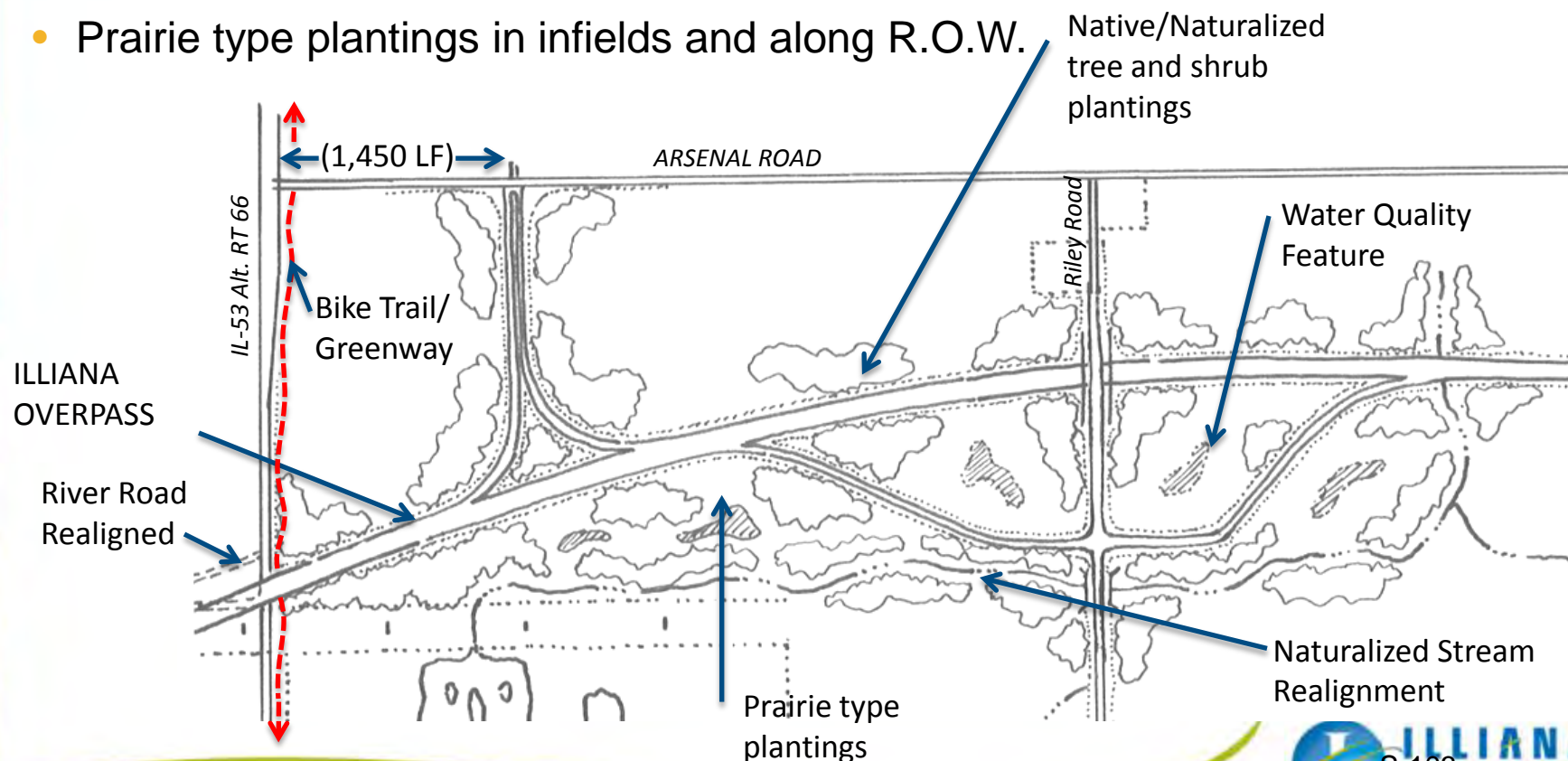


IL 53/Alt Route 66 Interchange – Example Design Opportunities

Tier Two



- Tree and Shrub Plantings to frame views and screen highway
- Water quality features
- Stream realignment to reduce cost and restore natural stream character
- Prairie type plantings in infields and along R.O.W.

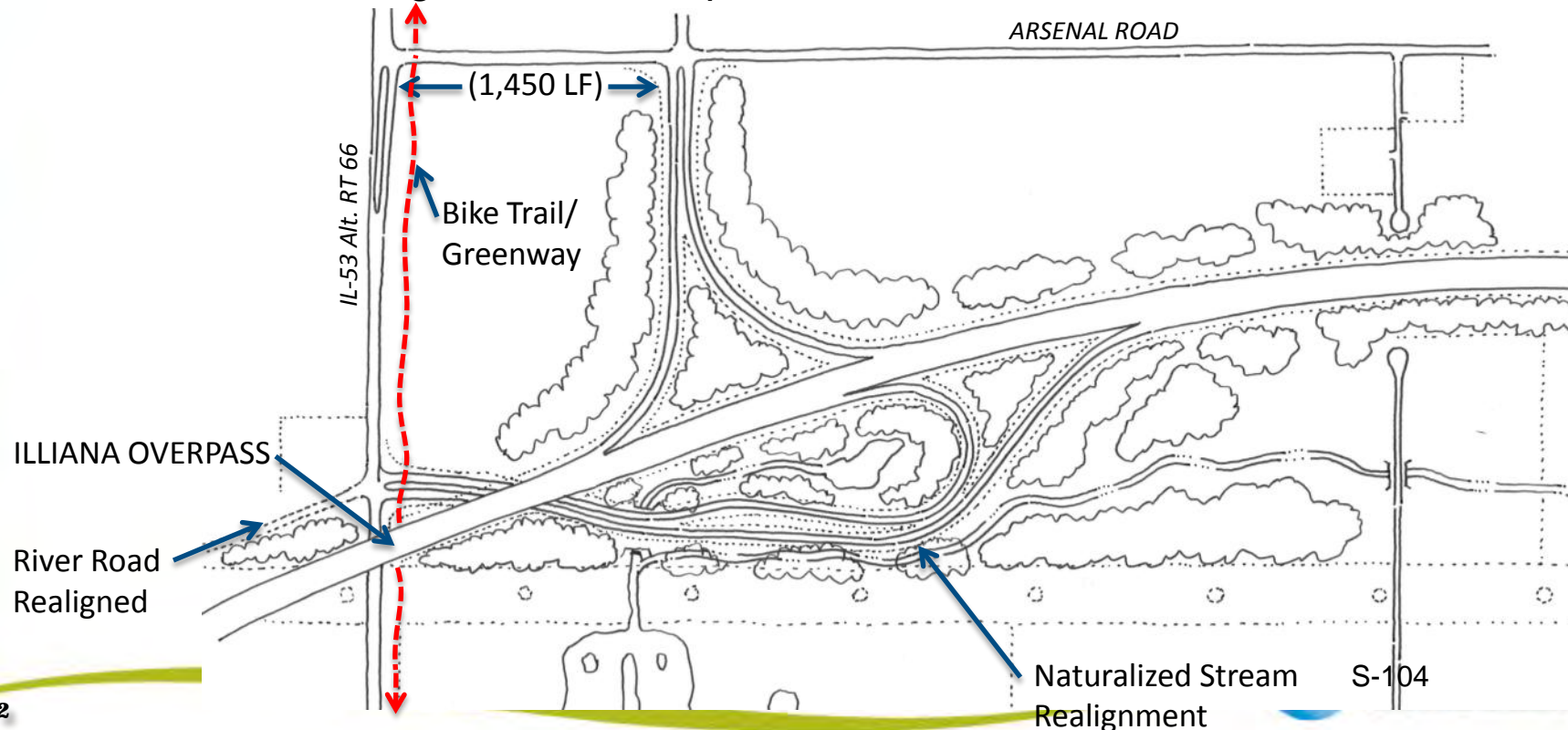


IL 53/Alt Route 66 Interchange- Example Design Opportunities

- Alternate 5 West-B – design opportunities
 - Single connection to IL-53 aligned with River Rd.
 - North connection to Arsenal Rd. and trash haul road to the north
 - Native prairie, water quality feature and oak savannah infields
 - Wooded screening of Illiana and power structures



Tier Two



Structural Aesthetic Enhancements

Tier Two



- Architectural Treatment

- Develop a corridor-wide aesthetic plan for structures
 - i.e. Structure type, textures, colors, ornamentation
- Provide space for expression of local context and identity in the interchanges with minimal changes to corridor aesthetic plan
- IL53 overpass possible exception with more historic route 66 period inspiration/expression of bridge structure.



S-105

Structure Aesthetic Enhancements

Tier Two



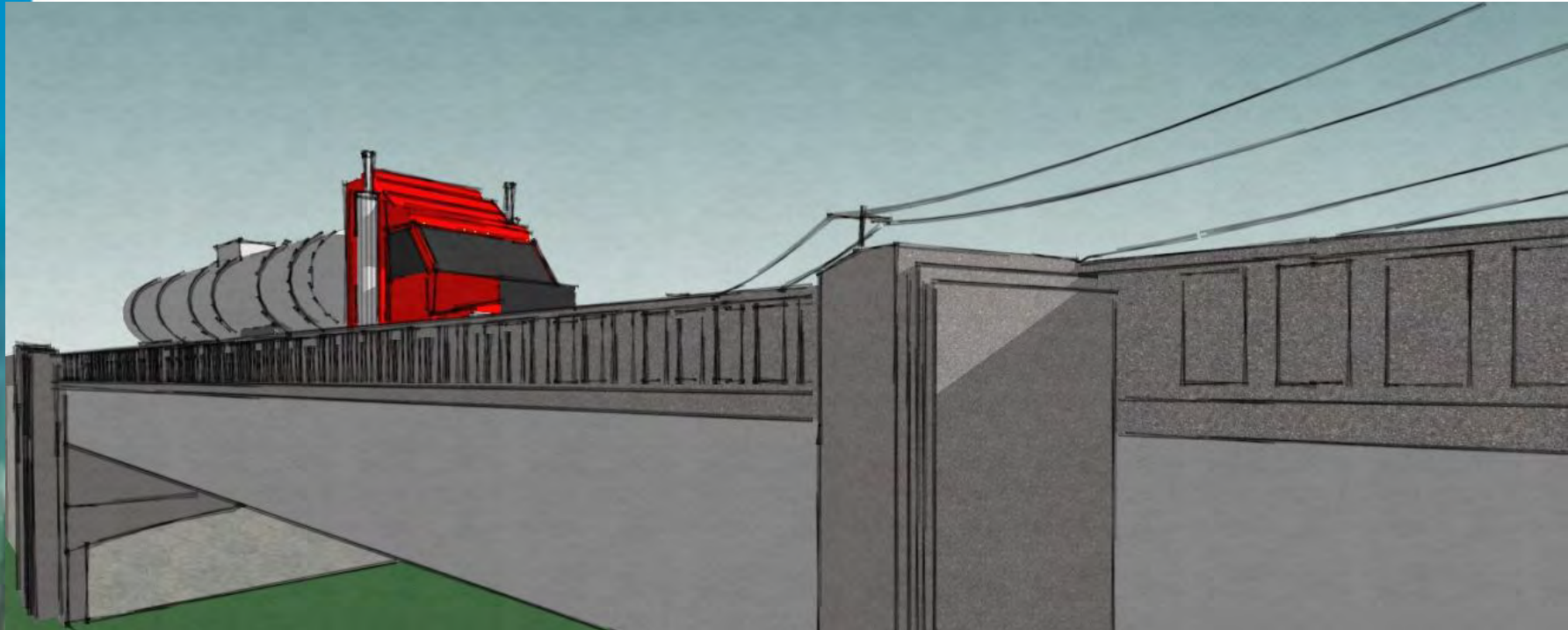
- **IL 53 Overpass**

- Period style bridge elements provide inspiration
 - Railings, overhangs, superstructure



Enhancement implementation subject to further discussions
of maintenance and cost participation

- Rail/Column Detail



- Crash rated solid rail with recessed panels along exterior face to emulate Route 66 historic rail
- Historic appearing extended column on twin span option
- Concrete finish and color similar to historic rail



- Next Meeting ?

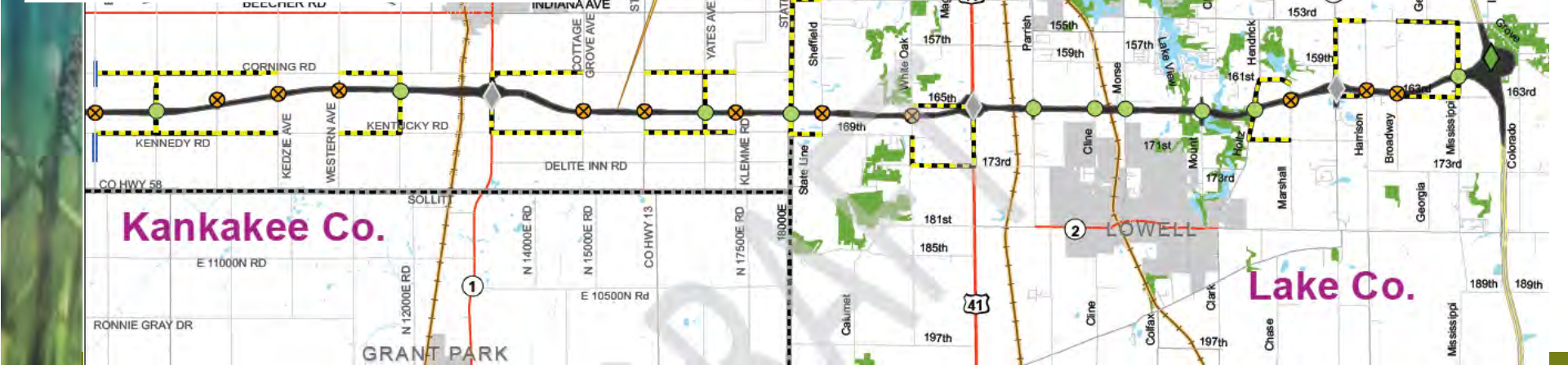
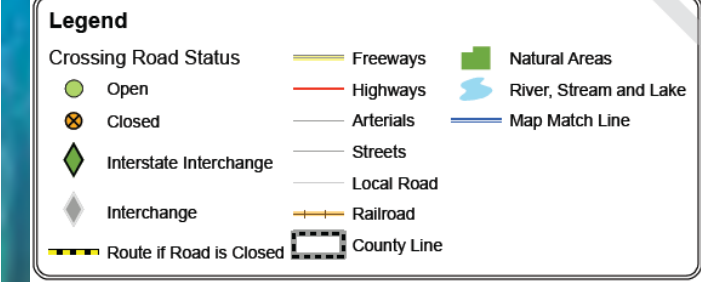
Alignment Adjustments



- Tier 1 Working Alignment - Blue
- Tier 2 Refinement Focus Areas – Orange



Road Connectivity & Interchanges



Road Closures Still Draft.
Anticipated to adjust during stakeholder outreach



- Considering two options until agreement is reached on preferred method
- Potential mitigation measures include:
 - Habitat restoration within/adjacent Midewin National Tallgrass Prairie
 - Land purchase or restoration
 - Earthen berm adjacent passerine habitat
 - Consensus needed at Federal level regarding options

**Illinois NEPA/404 Merger Meeting
Illiana Corridor – Tier 2 Environmental Impact Statement
April 16, 2013**

**Federal Highway
Administration
Conference Room
3250 Executive Park Drive
Springfield, IL 62703**

**Federal Highway
Administration
575 N. Pennsylvania,
Rm 254
Indianapolis, Indiana**

**U.S. Environmental
Protection Agency
Ralph Metcalfe Federal
Building
16th Floor
Conference Room
77 West Jackson Blvd.
Chicago, IL 60604**

9 am – 10 am

- Scoping Document - Comments
- Concurrence – Purpose and Need

10 am – 11:30 am

- Project Update
 - I-Bat survey locations
 - Stakeholder outreach
 - Section 106 coordination status
 - Field visit for agencies
 - Next monthly meeting

11:30 am to 1 pm

- Lunch Break

1 pm to 3 pm

- Grassland bird methodology



ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

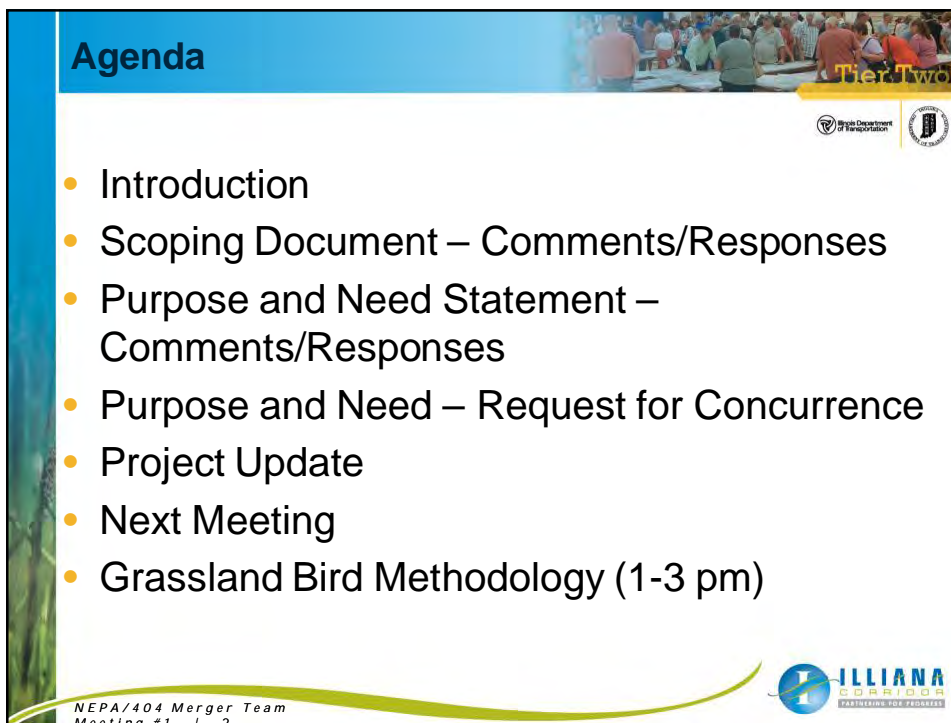
**Illiana Corridor
NEPA/404 Merger Team
Meeting**
April 16, 2013

Tier Two

Illinois Department of Transportation

U.S. Department of Transportation

Four small inset photos show: 1) People at a meeting, 2) People at a meeting, 3) A person at a meeting, 4) A map of the Illiana Corridor area.



Agenda

- Introduction
- Scoping Document – Comments/Responses
- Purpose and Need Statement – Comments/Responses
- Purpose and Need – Request for Concurrence
- Project Update
- Next Meeting
- Grassland Bird Methodology (1-3 pm)

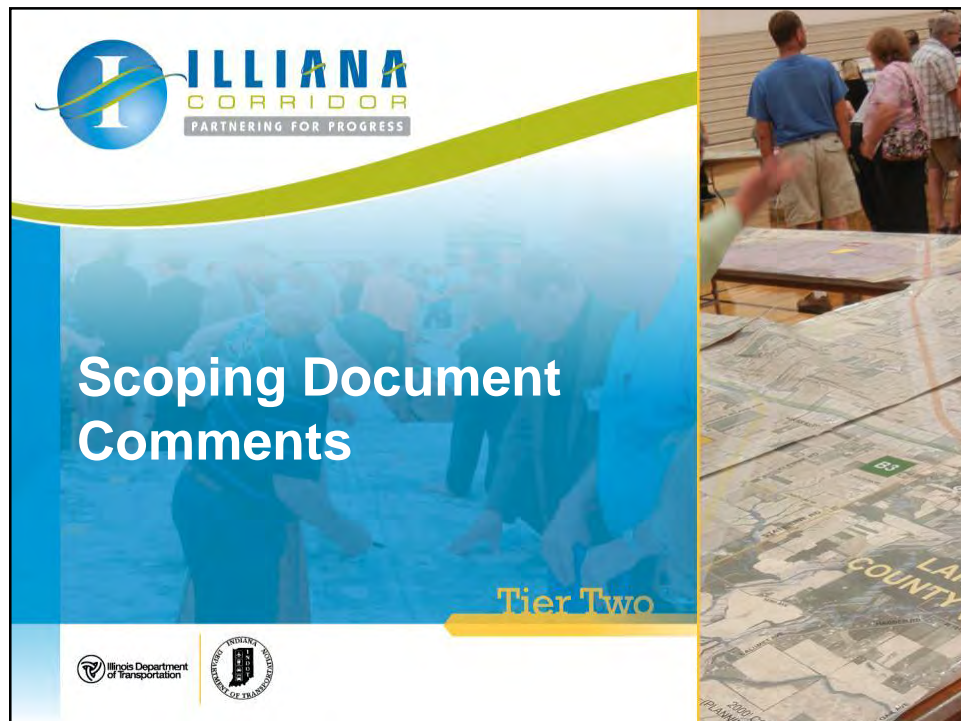
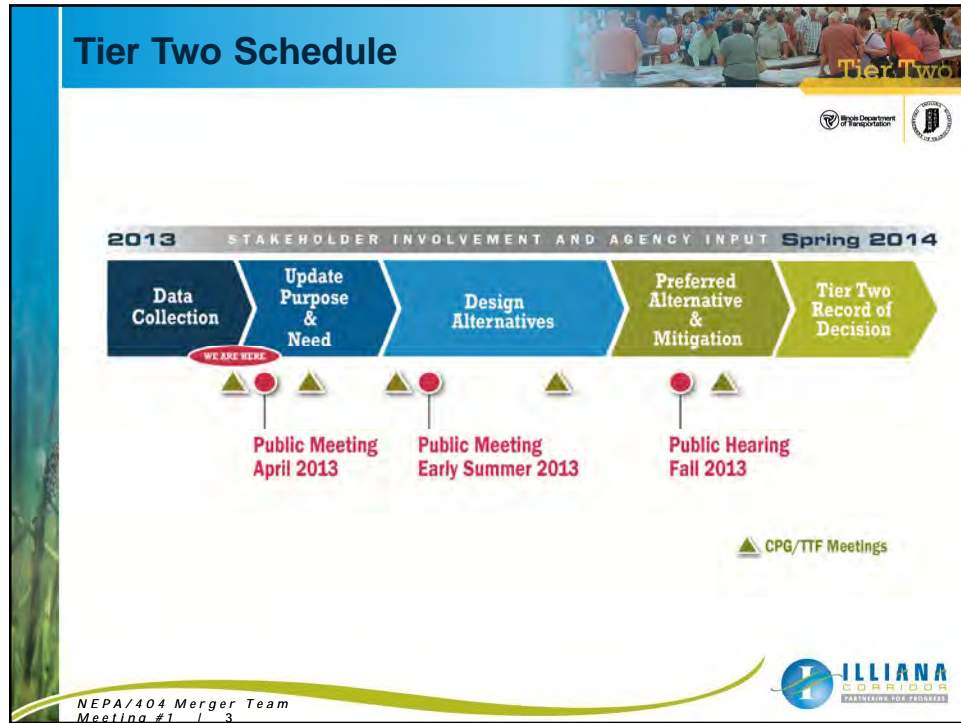
Illiana Corridor NEPA/404 Merger Team Meeting #1 of 2

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

U.S. Department of Transportation

U.S. Department of Transportation

A photo of a large group of people seated at a long table in a meeting room is shown in the top right corner.



Scoping Document Comments

Tier II

- Interagency scoping meeting held: February 22, 2013
- Comment period closed: March 15, 2013
- Comments received (4):
 - Midewin National Tallgrass Prairie
 - U.S. Army Corps of Engineers
 - IDNR, Indiana SHPO
 - IDEM

NEPA/404 Merger Team Meeting #1 / 5

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier II

- *Midewin National Tallgrass Prairie*
 - *Comment: Emphasized significance of IL-53 alternatives near Midewin National Tallgrass Prairie due to:*
 - *Impacts to social and ecological resources at Midewin*
 - *Economic and social impacts to local Elwood and Wilmington communities*
 - *Potential impacts to historic Route 66*
 - *Response: Several IL-53 interchange alternatives are being considered and the analysis will address impacts to the noted resources.*

NEPA/404 Merger Team Meeting #1 / 6

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

U.S. Army Corps of Engineers

- *Comment: Consider multiple IL-53 alternatives near Midewin National Tallgrass Prairie due to potential impacts to:*
 - Historic Route 66
 - Social and ecological resources at Midewin
- *Response: Several IL-53 alternatives will be considered near Midewin National Tallgrass Prairie and the analysis will address impacts to the noted resources.*
- *Comment: Consider high quality natural resources in Cedar Lake Area and potential T&E species impacts.*
- *Response: High quality natural resources in the Cedar Lake Area and potential T&E species are being considered in the impacts analysis.*

NEPA/404 Merger Team Meeting #1 / 7

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

U.S. Army Corps of Engineers (cont.)

- *Comment: Identify and prioritize mitigation options for permanent fill placed in jurisdictional WOUS.*
- *Response: Mitigation options for permanent fill placed in jurisdictional WOUS are being identified.*
- *Comment: Provide additional details on alternatives to be considered.*
- *Response: Additional details on alternatives to be considered will be provided during the NEPA/404 process.*

NEPA/404 Merger Team Meeting #1 / 8

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier II

U.S. Army Corps of Engineers (cont.)

- *Comment: Ensure study is in concurrence with MOU among FHWA, Illinois SHPO, IDOT, and Federally Recognized Tribes Interested in Illinois Lands Regarding Tribal Consultation requirements for the Illinois Federal Transportation, ratified August 31, 2011.*
- *Response: The Study process will be implemented in concurrence with the established MOU among FHWA, Illinois SHPO, IDOT, and Federally Recognized Tribes Interested in Illinois Lands Regarding Tribal Consultation requirements for the Illinois Federal Transportation, as approved August 31, 2011.*

NEPA/404 Merger Team Meeting #1 / 9

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier II

U.S. Army Corps of Engineers (cont.)

- *Comment: Study should include the development of a post construction Best Management Practice (BMP) concept plan.*
- *Response: A post-construction Best Management Practice (BMP) concept plan is being developed.*

NEPA/404 Merger Team Meeting #1 / 10

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier II

U.S. Department of Transportation

- **IDNR, Indiana SHPO**
 - *Comment: Study could have effects on historical and archaeological properties in Lake County, Indiana, and in Kankakee and Will counties, Illinois.*
 - *Response: Potential effects on historical and archaeological properties in Lake County, Indiana, and in Kankakee and Will counties, Illinois are being coordinated with the Indiana and Illinois SHPOs.*
 - *Comment: Other prospective Indiana consulting parties may not have a detailed understanding of the Section 106 process or what their role is in the process.*
 - *Response: The Consulting Parties will be engaged during the Section 106 process with several meetings to obtain their comments on the project.*

NEPA/404 Merger Team Meeting #1 / 11

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier II

U.S. Department of Transportation

- **IDNR, Indiana SHPO (cont.)**
 - *Comment: Suggest additional information about the steps and timetable of the Section 106 process be provided as soon as possible to those parties who accept the invitation to participate in this consultation.*
 - *Response: Additional information about the steps and timetable of the Section 106 process will be provided in mid-June to those parties who accepted the invitation to participate in this consultation.*
 - *Comment: Suggest the door be left open to parties who have not accepted invitation to participate and to other parties not already yet identified that demonstrate a legitimate interest in the project.*
 - *Response: The process will remain public through both NEPA and Section 106 processes.*

NEPA/404 Merger Team Meeting #1 / 12

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier II

U.S. Department of Transportation
ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

- **IDEM**
 - **Wetland Evaluation Comments:**
 - All wetlands be identified, delineated, and classified in accordance with established ACOE and Indiana guidance. This would include wetlands that extend beyond project boundaries.
 - Submit the delineation report to ACOE and IDEM and schedule multiple agency site visits for field verification.
 - **Response:**
 - Wetlands within the project corridor will be identified, delineated, and classified in accordance with established ACOE and Indiana guidance with adjacent wetlands documented using GIS.
 - The delineation report will be submitted to ACOE and IDEM and agency site visits for field verification are planned.

NEPA/404 Merger Team
Meeting #1 / 13

Scoping Document Comments

Tier II

U.S. Department of Transportation
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- **IDEM (cont.)**
 - **Wetland Compensatory Mitigation Comments:**
 - Preferred alternative should avoid and minimize wetland impacts to the greatest extent practical.
 - Mitigation options for unavoidable impacts to jurisdictional wetlands should be provided in accordance with established ACOE and Indiana guidance and coordinated with ACOE and IDEM.
 - Impacts to rare and ecologically important wetland types must be avoided as mitigation cannot offset those impacts.
 - Coordinate with ACOE & IDEM before finalizing mitigation site selection and design.
 - Kankakee Sands Mitigation Bank may be viable option, but only after agency consultation.
 - **Response: Concur with the comments noted above**

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Scoping Document Comments

• IDEM (cont.)

- *Comment: Stream assessments must be completed in accordance with IDEM Assessment Branch, IDNR, and USFWS assessment methods:*
 - *Field investigations*
 - *Stream habitat assessments using QHEI and HHEI (IN).*
 - *Fish and mussel surveys to assess species diversity to determine if any State or Federally listed rare, threatened, or endangered species are present.*
 - *Macroinvertebrate surveys to help determine overall water quality and level of stream habitat.*
- **Response: Concur with the comments noted above.**

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ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

• IDEM (cont.)

- *Comment: Riparian Corridor Assessment must be completed in accordance with IDEM Assessment Branch, IDNR, and USFWS assessment methods:*
 - *Mean width of riparian corridor in the proposed alternatives*
 - *Density of trees within the riparian corridor*
 - *Tree species inventory*
 - *Wetlands, waterways, or other drainage features within the riparian corridor*
 - *Identification of suitable Indiana Bat habitat within the riparian corridor or if surveyed*
- **Response: Concur with the completion of a Riparian Corridor Assessment**
 - **Tree study will be completed using transects and sample plots.**
 - **Prior Consultation (2012) with USFWS was completed for Indiana Bat survey locations.**

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ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier II

• **IDEM (cont.)**

- *Comment: Evaluate the stability of stream banks upstream and downstream from any proposed crossing.*
- *Response: A protocol for evaluating the stability of stream banks upstream and downstream from proposed crossings is being developed.*

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ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier II

• **IDEM (cont.)**

- **Stream Compensatory Mitigation Comments:**
 - *Before mitigation is proposed, the Section 401 WQC review process requires avoidance and minimization.*
 - *Mitigation options for stream impacts should be provided in accordance with established Indiana guidance.*
 - *When choosing the preferred alternative converting ephemeral, intermittent and perennial streams into roadside ditches should be avoided.*
 - *To avoid this circumstance, all streams should be crossed in perpendicular manner.*
 - *If you propose to convert streams into roadside ditches you need to provide a sufficient justification.*
- *Response: Concur, while acknowledging that preliminary design and drainage studies are underway for each watercourse crossed by the alignment.*

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ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Scoping Document Comments

Tier Two

- **IDEM (cont.)**
 - **Design Concepts Comment:**
 - *IDEM prefers the least environmentally damaging design for interchanges and bridge crossings be selected.*
 - **Response:** Alternative interchanges and bridge crossings are being designed to avoid and minimize wetland and stream impacts to the greatest extent practical.

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ILLIANA CORRIDOR
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Purpose and Need Statement

Tier Two

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Illinois Department of Transportation

Purpose and Need

Tier Two

Major Purpose and Need points remain the same:

- Alleviate Local System Congestion and Improve Local System Mobility
- Improve Regional Mobility
- Provide for Efficient Movement of Freight



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ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Purpose and Need: Updates

Tier Two

- Updated to indicate **Corridor B3 as the selected alternative** of the Tier One Single Document FEIS/ROD
- Updated to indicate **the project is funded through the Tier Two EIS**, and that further coordination will be needed with CMAP and NIRPC for inclusion in their long-range regional plans
- Added **"in a manner consistent with the commitments in the Tier One Record of Decision"** to the Purpose statement

Comment deadline was April 14, 2013

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ILLIANA CORRIDOR PARTNERING FOR PROGRESS



Purpose and Need Comments

- Concurs with Purpose and Need
 - IDEM
 - IDNR, Indiana SHPO
- Comments on Purpose and Need
 - Midewin Tallgrass Prairie Alliance
 - CMAP
 - Joint Organization Comments (Center for Neighborhood Technology, et al.)

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Purpose and Need Comments


Midwin Tallgrass Prairie Alliance

- Comment: Concern that Corridor B3 will do little to address or mitigate intermodal freight and truck traffic associated with the two, large CenterPoint Intermodal facilities and associated, nearby warehouses.*

Response: The CenterPoint Intermodal facilities are located in the northwestern portion of the study area. As shown in the Tier One EIS, the B3 corridor improves South Sub-Region VHT, as well study area VHT and VMT on arterials in the study area, resulting in travel benefits to the CenterPoint intermodal facilities.
- Comment: Concern that Corridor B3 will not alleviate local congestion and will not improve local system mobility at the west end of the Study Area.*

Response: The Tier One EIS demonstrated that the B3 corridor improved local system congestion and mobility, including reductions in study area congested VMT and VHT on study area arterials. In the western portion of the study area, there are projected increases in daily traffic of approximately 3,400 on IL-53 through Midwin (assuming an interchange at IL-53 and a tolled scenario), there are also projected decreases in daily traffic of approximately 2,800 on S. Arsenal Rd. and 3,600 on Peotone Road, as well as other decreases in traffic on other east-west streets in the western portion of the study area.

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Purpose and Need Comments

Midwin Tallgrass Prairie Alliance

- Comment: Potential impacts on existing peripheral highways need to be determined and plans for mitigation made before the Illiana is allowed to move forward.*

Response: Not a specific Purpose and Need comment. However, the Tier Two EIS will address potential environmental impacts for sensitive areas on peripheral highways, such as IL-53 through Midwin.

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Purpose and Need Comments

Tier II

- **CMAP**
 - *Comment: Demographic forecasts used for Study are inconsistent with the region's GO TO 2040 Plan.*
 - *Response: Coordination with CMAP on demographic forecasts since June 2011. CMAP approved Illiana market-based forecast methodology. At the February 14, 2013 coordination meeting, CMAP and IDOT agreed that what was needed was to understand the differences between the CMAP GO TO 2040 forecasts and the Illiana forecasts, and that the Illiana project did not have to use the CMAP forecasts.*
 - *Comment: P&N Statement suggests the northern portion of the South Sub-Region, including I-80, is fully developed with limited infill opportunities is inconsistent with CMAP analysis.*
 - *Response: The northern portion of the South Sub-Region that includes I-80 is developing and is expected to reach holding capacity before 2040.*

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Purpose and Need Comments

Tier II

- **CMAP (cont.)**
 - *Comment: Provide CMAP an opportunity to review the "committed projects and those financially constrained major transportation projects" to ensure they are consistent with the regional transportation planning process.*
 - *Response: Committed projects originally presented at August 11, 2011 CPG meeting (CMAP is a member of CPG), and is included in Transportation System Performance Report, Alternatives to be Carried Forward Technical Memorandum, the DEIS, and FEIS. At the March 15, 2013 coordination meeting, CMAP said that wanted to digest the information and will get back to IDOT.*
 - *Comment: Agree there is a strong case for addressing growth in long distance trucks. Encourage the study more thoroughly examine current and forecasted freight traffic based on GO TO 2040 forecasts to determine if corridor should be focusing on improving freight movement.*
 - *Response: The Illiana Corridor Study put considerable effort into modeling freight movement by truck, including development of a national truck model and a new regional truck model. CMAP has praised the study for this effort. Again, going back to the first CMAP comment, it was agreed that the project would not have to use the CMAP GO TO 2040 forecasts.*

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Purpose and Need Comments

Tier One

- Joint Comments (CNT, ELPC, Midewin Tallgrass Alliance, Openlands, Sierra Club IL Chapter, The Nature Conservancy, The Wetlands Initiative, Prairie Rivers Network, Illinois Audubon Society, Midewin Heritage Association)
 - Comment: Our organizations call on the agencies to reopen the Tier 1 study process to evaluate alternatives that respond to real, existing transportation needs with solution that are far less speculative and costly than the agencies' proposed multi-billion-dollar tollway in the B3 corridor.*
 - Response: A comprehensive planning process was performed in Tier One that defined the Purpose and Need and identified and evaluated a wide range of alternatives with significant public outreach. Tier One was completed with a Record of Decision signed on January 17, 2013.*
 - Comment: The agencies market-based forecast for 2040 reflect outdated assumptions of business as usual -- that historic trends of suburban sprawl (in some areas) will continue all around the Illiana study area despite the MPO's ongoing implementation of policies that will discourage such development.*
 - Response: As documented in the Tier One EIS, the market-based forecasts are based on a number of factors, including historic trends, Woods & Poole economic forecasts, land available for development, population holding capacity, local land use plans, and demographic factors, such as household size and migration.*

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Purpose and Need Comments

Tier One

- Joint Comments (cont.)
 - Comment: The agencies' unreasonable rejection of the MPO forecasts illegitimately usurps the role of regional planning from the MPOs.*
 - Response: IDOT and INDOT have coordinated with both CMAP and NIRPC on the forecasts. CMAP approved the Illiana forecast methodology. At the February 14, 2013 coordination meeting, CMAP and IDOT agreed that what was needed was to understand the differences between the CMAP GO TO 2040 forecasts and the Illiana forecasts, and that the Illiana project did not have to use the CMAP forecasts.*
 - Comment: For the Indiana portion of the study area, NIRPC had forecast a population growth of 19.8% and employment growth of 27.9% by 2040. The agencies' analysis is based on 176% population growth and 225% employment growth.*
 - Response: The correct figures are NIRPC expects 32% growth in population (an increase of 24,000 persons) for the study area and Illiana expects 66% growth (an increase of 50,000 persons). For employment, NIRPC expects 9% growth in employment (an increase of 2,000 jobs), and Illiana expects 55% growth (an increase of 29,000 jobs).*

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ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Purpose and Need Comments


Joint Comments (cont.)

- Comment: The determination that the Illiana study area is now ready for take-off is problematic, because it relies on the construction of the Illiana Expressway itself. This over-statement of expected population and employment growth infects the Purpose and Need as existing and future travel demand in the region is driven by growth in population, employment, and commuter traffic, and needs to increase regional mobility and alleviate local system congestion.

Response: The Illiana 2040 No Build forecasts assume that the Illiana Corridor is not built.
- Comment: The Purpose and Need must include a discussion of the MPO's 2040 population and employment forecasts, and any transportation needs associated with them. The agencies have not coordinated their forecast with those of the MPO forecasts.

Response: As stated in the Purpose and Need, IDOT and INDOT have coordinated with the MPOs on the forecasts. CMAP approved the Illiana forecast methodology. At the February 14, 2013 coordination meeting, CMAP and IDOT agreed that what was needed was to understand the differences between the CMAP GO TO 2040 forecasts and the Illiana forecasts, and that the Illiana project did not have to use the CMAP forecasts.

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 ILLIANA CORRIDOR PARTNERING FOR PROGRESS


Purpose and Need Comments

Joint Comments (cont.)

- Comment: Request IDOT and INDOT to drop consideration of the B3 corridor, and instead consider how local transportation alternatives might better resolve potential traffic congestion, and evaluate alternatives that improve our existing network of roads and invest in more sustainable and livable transportation solutions for our region.

Response: A comprehensive planning process was performed in Tier One that defined the Purpose and Need and identified and evaluated a wide range of alternatives with significant public outreach. Tier One was completed with a Record of Decision signed on January 17, 2013.

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 ILLIANA CORRIDOR PARTNERING FOR PROGRESS



Purpose and Need – Request for Concurrence



Tier Two






Discussion







NEPA/404 Merger Team
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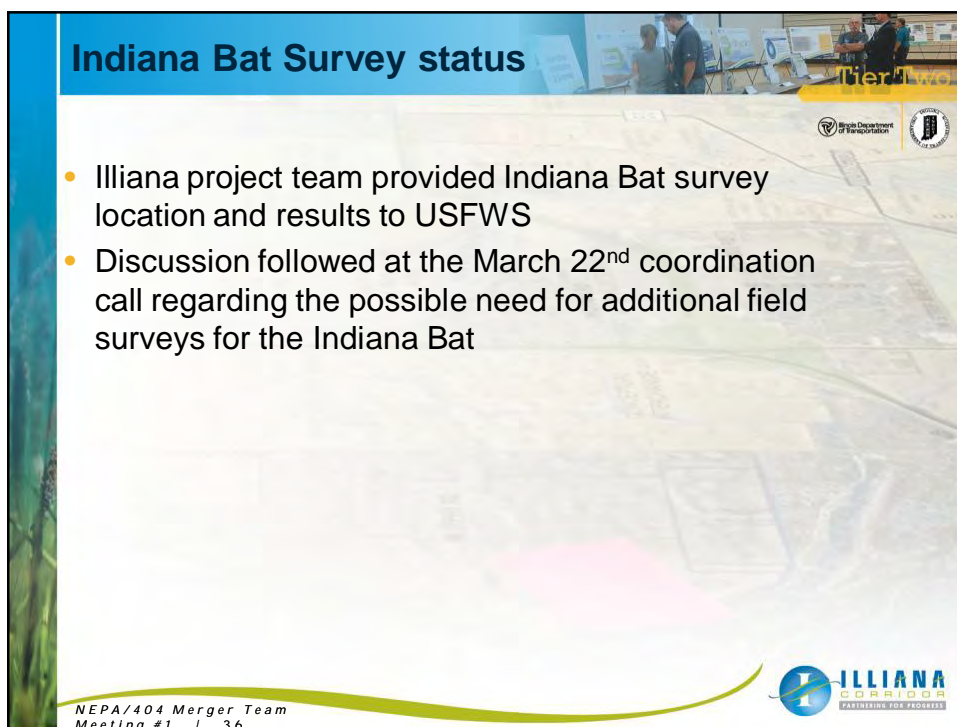
Project Update

Tier Two

Illinois Department of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION

LAKE COUNTY



Indiana Bat Survey status

- Illiana project team provided Indiana Bat survey location and results to USFWS
- Discussion followed at the March 22nd coordination call regarding the possible need for additional field surveys for the Indiana Bat

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ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Tier Two Stakeholder Outreach

January - April

- 45 one-on-one stakeholder meetings (local governments, schools, EMS)
- CMAP and NIRPC staff technical coordination meetings

February

- 5 landowner meetings (approximately 850 attendees involving over 400 landowners)
- CMAP Tier II consultation meeting, February 14th

March

- Tier Two Corridor Planning Group #1 meeting, March 14th
- 2 CSS workshops: Midewin-Wilmington, March 13th; IL-53 Corridor Planning Group, March 20th

April

- Land Use Task Force #1 meeting, April 10th
- Tier Two Public meetings: April 16th – Peotone, IL; April 18th – Cedar Lake, IN
- NIRPC Committees and Commission meetings: April 9th, 11th, and 18th
- Kankakee Co. Land Use/Transportation Task Force, April 18th
- Land Use Task Force #2 meeting, April 30th
- Tier Two Corridor Planning Group #2 meeting, April 30th

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ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Section 106 Coordination Status


HPR = Historic Property Report CP = Consulting Parties
DOEs = Determinations of Eligibility EAR = Effects Assessment Report

	May	June	July	August	Sep
HPR to INDOT/receive IDOT DOEs	Anticipated May 3				
HPR & DOEs to SHPOs & CP for review	Anticipated May 15				
Receive SHPOs & CP comments on HPR & DOEs		Anticipated June 17			
Hold joint CP meeting		Anticipated week of June 17			
EAR to INDOT/IDOT for review		Anticipated June 27			
EAR to both SHPOs & CP for review			Anticipated July 9		
Receive SHPOs & CP comments on EAR				Anticipated Aug 8	
Hold joint CP meeting			Anticipated week of Aug 12		
Hold joint CP mtg (MOA)				Anticipated mid-Sep after DEIS	




Next Steps

- Agency Field Visit: scheduled in mid to late May due to delay in spring field conditions.
- Next Monthly Meeting: tentatively scheduled for week of May ____.



NEPA/404 Merger Team
Meeting #1 / 40



**NEPA/404 Merger Meeting
April 16, 2013
Indianapolis, IN**

[illegible]

NEPA/404 Merger Meeting
 April 16, 2013
 Chicago, IL

(A.M.)

Video/
 Phone/
 Webinar

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Jim Earl	INDOT		
Jeremy Sheets	JF NEW		
Qarducci			
Liz Pelloso	USEPA		
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NEPA/404 Merger Meeting
April 16, 2013
Springfield, IL

A.M.

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**Illiana Corridor
Phase I Study**

RESOURCE AGENCY NEPA/404 MERGER TEAM MEETING SUMMARY

Date: April 16, 2013
Time: 9:00 AM
Location: U.S. Environmental Protection Agency, 77 W. Jackson Blvd., Chicago, IL
Attendees: See attached Meeting Sign-In Sheets

On April 16, 2013 the Illiana Corridor Tier Two study was presented to the NEPA/404 Merger Team at a meeting held in USEPA's Chicago office. This was the third presentation of the Tier Two study to the NEPA/404 Merger group, the first being the Scoping presentation of February 22, 2013 at USEPA in Chicago, and the second, an informational conference call on March 22, 2013. The purpose of the presentation was to present comments received on the Scoping Document and the Draft Purpose and Need for the Tier Two study, to request concurrence on the draft Purpose and Need statement, and to provide an update on other ongoing activities associated with the study.

The meeting agenda included the following discussion points:

- Introductions
- Response to agency comments on the Scoping Document
- Response to agency comments on the draft Purpose and Need statement
- Concurrence on Purpose and Need
- Project Update

The meeting was guided by a PowerPoint presentation presented by S. Schilke, S. Ott and R. Shimizu (copy attached). In the presentation, a topic-by-topic summary of comments received and preliminary responses on the Scoping Document and draft Purpose and Need statement were reviewed. It should be noted that in the review of draft Purpose and Need statement comments, a small revision of the Purpose and Need language was recommended at the bottom of page 1-2. This revision is as follows: "The northern portion of the South Sub-Region that includes I-80 is ~~fully developed and is expected to reach holding capacity before 2040 with limited infill opportunities.~~" This was followed by a request for concurrence on Purpose and Need made by M. Fuller of FHWA. The meeting concluded with an update on Indiana Bat field surveys, public outreach activities, upcoming Section 106 coordination, and an anticipated schedule for field reviews.

Discussion occurred during and following the presentation of comments received on the Scoping Document and the following questions and/or comments were made:

Illiana Corridor Phase I Study

- S. Hall commented that the Tribal letters should be addressed individually rather than as a general form letter in effort to show more respect to the individual tribal nations. M. Fuller indicated this approach has been standard practice and stated FHWA has had no objections to this communication approach.
- S. Hall inquired about the timing for completion of wetland delineation reports. V. Ruiz stated that the Illinois reports would be ready by mid-May; S. Ott confirmed the Indiana reports will follow later in the month due to poor spring conditions and the need to complete the remaining surveys in Indiana.
- S. Hall also asked about possible wetland field review dates for scheduling purposes. After some discussion, it was agreed that this would be considered for early June given the slow progress of the 2013 growing season. T. Brooks confirmed that he will coordinate the Illinois field studies with staff of INHS and the Corps. S. Hall also stated that the Illinois field review will be completed separate from Indiana, and that Paul Leffler will be the Corps point of contact for this part of the review.
- N. West inquired if a tree survey would be completed as part of the Phase 1 study. V. Ruiz responded that where needed it is accepted practice for EIS studies to complete a tree study using transects and sample plots within the 400-foot corridor. This would sufficiently capture the information necessary to make impact assessments.
- S. Ott concluded the discussion indicating a Scoping Summary document would be prepared, similar to that issued for the Tier One scoping process. It will summarize scoping activities completed, comments received, and outline issues to be addressed in the Tier Two Environmental Impact Statement.

Discussion occurred during and following the presentation of comments received on the Draft Purpose and Need statement and the following questions and/or comments were made:

- W. Spang commented that the Purpose and Need should be written more specifically to address the separation of traffic (regional v. local), and truck traffic, along with goals to preserve, protect and enhance environmental resources. S. Schilke indicated that IDOT cannot separate traffic on state roadway facilities, particularly those designated truck routes such as IL-53; therefore, it's not possible to incorporate this concept into the Purpose and Need statement. He continued, that while the Illiana Corridor will not solve truck traffic on local roads, it will provide more direct access for traffic associated with area intermodal facilities. M. Fuller commented that as a transportation agency protection of the environment is more typically addressed through mitigation and enhancement measures associated with those determined to be unavoidable impacts.
- N. West stated that the Purpose and Need statement is not sufficiently detailed for this Tier Two study, and the concerns of local constituents regarding context sensitive solutions should be more expressly incorporated into the purpose of the project. Such considerations would include agriculture, natural resources, waters, and recreation trails, and other local resources. Rather than a market-

Illiana Corridor Phase I Study

driven approach, a policy-oriented, regional planning approach should be taken, and include sustainable/livable/green corridors elements.

- M. Fuller responded that, as a transportation project, the purpose and need is focused appropriately on transportation issues. It was pointed out that the current Purpose and Need statement and the Tier One Purpose and Need include reference to sustainability. While the wording of Purpose and Need within the Tier One Record of Decision (ROD) and Final Environmental Impact Statement (FEIS) are not exact since the ROD summarizes the FEIS, M. Johnson clarified they are to be treated as a single document, while N. Vanikar stated that the documents (EIS and ROD) are now encouraged to incorporate more content by reference under the approved MAP 21 legislation.
- M. Fuller also noted that the project needs to move past Purpose and Need to proceed with alternatives development and to begin the more detailed engineering and environmental analyses associated with the next phase of study.
- E. McCloskey inquired how the project will alleviate local road traffic with the number of proposed road closures. The area east of US 41 was mentioned specifically. S. Schilke responded that approximately 70 percent of the roads are proposed to remain open. The project team has undertaken, and will continue extensive outreach with local stakeholders, including emergency service providers, schools and local farmers to complete the analysis. Additionally, local land use plans are also being reviewed with community representatives in order to determine the location of under/over passes. While this is an on-going process, it requires a balance of a number of issues.
- E. McCloskey also commented on the figures shown in the Purpose and Need statement, and why the locations of IN 2 and IL 114 are not shown or are incomplete. IDOT responded that the traffic model does account for those areas of the system just outside the study area and that the team coordinated with Kankakee County. The maps will, however, be revised to show these roadways.
- M. Buffington stated that the Indiana Department of Natural Resources, Division of Fish and Wildlife will be providing written concurrence on Purpose and Need.
- M. Fuller polled the agencies for concurrence with Purpose and Need. USACE and USFWS concurred with USEPA concurring with reservation absent the inclusion of green corridor and sustainability principles. Concurrences were also received from the Illinois Department of Agriculture and Illinois EPA; no representative from the Illinois Department of Natural Resources was present.

Project updates were provided by S. Ott and S. Schilke with reference to the PowerPoint presentation. The following comments were made:

- S. Cirton clarified his April 4, 2013 request to survey six additional locations for the Indiana Bat in Illinois. IDOT/BDE and USFWS will coordinate on the location of appropriate mist netting sites, consulting with staff from the Forest Preserve District of Will County.
- There was off-topic discussion of the protocols for conducting Indiana Bat surveys and notification of the local USFWS office. Indiana USFWS stated that it is a mist netting permit requirement that the agency be notified prior to such



Illiana Corridor Phase I Study

- activities, and that an authorization needs to be obtained from USFWS for handling federally listed species.
- It was agreed that agency field visits for wetland review will occur the week of June 10th with separate visits to be scheduled in Illinois and Indiana.
 - W. Zyznieuski confirmed that the Tribes are typically engaged by both written correspondence and the established electronic database notification system.
 - J. Carr commented that IN SHPO staff needs to be consulted in advance when selecting dates to meet with the Consulting Parties.

The next meeting in May will be convened as a conference call and M. Fuller will confirm with the participants a preferred date for the week of May 20, 2013.

The meeting concluded at approximately 11:50 AM.

MEETING SIGN-IN SHEET

^{16 (Sun) 4/14/13}
Date: April 15, 2013

Location: US EPA, Chicago

Purpose: Illiana Corridor Tier 2 Purpose and Need Concurrence & Grassland
Bird Methodology

Name	Representing	Email Address
1. <u>Steve Schilla</u>	<u>IDOT</u>	<u>Steve.Schilla@illinois.gov</u>
2. <u>Steve Ott</u>	<u>Parsons Brinckerhoff</u>	<u>ott@pbworld.com</u>
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5. <u>Bill Glass</u>	<u>USDA Forest Service - midwest</u>	<u>wglass@fs.fed.us</u>
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12. <u>Wade Spang</u>	<u>USFS - midwest NTP</u>	<u>wspang@fs.fed.us</u>
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14. <u>Brian Smith</u>	<u>AECOM / IDOT</u>	<u>brian.smith@aecom.com</u>
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Illiana Corridor – Tier 2
 Grassland Bird Methodology (PM)
 April 16, 2013
 Chicago, IL

On the Phone

Name	Organization	Phone No.	E-mail
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Cheryl Nash	AECOM		
Eliz. McClarkey	USFWS		
Kathleen Kowal	USEPA		
Liz Pollosa	USEPA		
Jim Earl	INDOT		
Kent Aeronholz	DLZ		

Illiana Corridor – Tier 2
Grassland Bird Methodology
April 16, 2013
Springfield, IL

P.M.

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Dave Enstrom	INHS	217-419-1009	denstrom@illinois.edu

IDOT MEETING SUMMARY

Date: May 9, 2013

Time: 2:00 PM

Location: Illinois Department of Transportation – District 1, 201 West Center Court, Schaumburg, IL

Attendees: Sue Hargrove, Thomas Brooks, Walt Zyznieuski, Vanessa Ruiz, IDOT; Dave Enstrom, INHS; Katie Kukielka, AECOM; Steve Ott, PB; Tim Kelly, Evan Markowitz, H&H

On May 9, 2013 the methodology for conducting grassland bird surveys for the Illiana Corridor was discussed. The purpose of the meeting was to discuss the *Methods for Assessment of Potential Sound Impacts on Bird Communities: Illiana Project at Midewin National Tallgrass Prairie* (2013).

The meeting agenda included the following discussion points:

- Introductions
- Discussion on conducting additional avian surveys
- Additional avian survey information
- Potential avian studies for mitigation

Methods for Assessment of Potential Sound Impacts on Bird Communities: Illiana Project at Midewin National Tallgrass Prairie was developed by IDOT and INHS. The following discussion occurred:

- S. Hargrove commented the methodology was developed for additional avian studies and to aid in the assessment of impacts to avian species in the Illiana Corridor DEIS. E. Markowitz asked whether this methodology would be used for additional avian surveys or as a study for mitigation.
- D. Enstrom stated that the Forman (2002) study differed from the Illiana Corridor in land type and the Veen (1979) and van der Zande et al. (1980) studies differed in location (Europe), and that avian species are known to increase their vocalizations in noisy environments.
- V. Ruiz commented that concurrence on using Forman (2002) for assessing impacts to avian species was received from the Resource Agencies at the NEPA Merger Team meeting on April 16, 2013. V. Ruiz explained using Forman (2002) to assess impacts to avian species does not require additional avian surveys. S. Hargrove commented that additional avian studies were not discussed during the April 16, 2013 and asked V. Ruiz to confirm with Shawn Cirton, U.S. Fish and Wildlife Service, that no additional avian surveys are required. A review of the meeting minutes from the NEPA Resource Agency Meeting confirmed no additional avian surveys are required.

Illiana Corridor Phase I Study

- D. Enstrom stated that nesting success study data was provided to him by a graduate student from Canada who has been studying the nesting success of loggerhead shrikes (state endangered) within Midewin National Tallgrass Prairie (MNTP). The nesting success study also included information on how close loggerhead shrikes nest to roadways. Data is from 2005 through 2012 and can be analyzed prior to DEIS deadline. D. Enstrom stated that his analysis of the data could be complete in two weeks.

Discussion occurred regarding avian studies as mitigation and the following comments were made:

- D. Enstrom stated he had developed an additional methodology for analyzing the impact of roadways on avian species as mitigation for the Illiana Corridor. The methodology consisted of conducting nesting success studies along with noise and traffic monitoring with sampling to focus on vegetation structure, presence/absence of species, and 24-hour noise measurements. A crew of three people would be required and monitoring would occur from May through August in order to capture all species. The study would capture the pre and post construction conditions.
- D. Enstrom commented that studies could not begin this year as nesting has already begun. Discussion on the construction schedule occurred. K. Kukielka commented that mitigation studies should not be initiated until after the issuance of the Tier Two Record of Decision. It was agreed additional studies could be conducted as part of mitigation of grassland bird impacts.

The meeting concluded at approximately 3:00 PM.

MEETING SIGN-IN SHEET

Date: 5/13/13
Location: US FISH & WILDLIFE BRANNGTON IL
Purpose: SECTION 7 CONSULTATION

Name	Representing	Email Address
1. <u>Rick Powell</u>	<u>Parsons Brinckerhoff</u>	<u>powellw@pbworld.com</u>
2. <u>Shawn Cirton</u>	<u>USFWS</u>	<u>shawn_cirton@fws.gov</u>
3. <u>Jim Novak</u>	<u>HUFF + HUFF</u>	<u>jnovak@huffnhuff.com</u>
4. <u>Vanessa Ruiz</u>	<u>IDOT - DI</u>	<u>vanessa.ruiz@illinois.gov</u>
5. <u>Steve Ott</u>	<u>Parsons Brinckerhoff</u>	<u>ott@pbworld.com</u>
6. <u>KATIE KUKIELKA</u>	<u>AECOM/IDOT</u>	<u>KATIE.KUKIELKA@ILLINOIS.GOV</u>
7. <u>Steve Schilke</u>	<u>IDOT</u>	<u>Steven.Schilke@illinois.gov</u>
8. <u>Lailah Reich</u>	<u>Huff + Huff</u>	<u>lreich@huffnhuff.com</u>
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
REMOTE: 17. <u>JAM GALL</u>	<u>IDOT</u>	
18. <u>RICK LAMPONG</u>	<u>PB</u>	
19. <u>MATT FULLER</u>	<u>FNWA</u>	
20. <u>KENT ANGEWORTZ</u>	<u>DLZ</u>	
21. <u>ROGER KLOCEK</u>	<u>HUFF + HUFF</u>	
22. <u>SUB HARGROVE</u>	<u>IDOT</u>	
23. <u>PETE KNYSZ</u>	<u>CBGL</u>	
24.		
25.		



RESOURCE AGENCY BIOLOGICAL ASSESSMENT COORDINATION MEETING SUMMARY

Date: May 13, 2013
Time: 9:00 AM
Location: U.S. Fish & Wildlife Service, 1250 Grove Street, Barrington, IL
Attendees: See attached Meeting Sign-In Sheets

The Illinois Natural History Survey (INHS) completed many of the biological surveys for the Illiana project. During the 2012 mussel surveys conducted in the Kankakee River, a fresh dead shell of the federally endangered sheepnose mussel (*Plethobasus cyphus*) was found approximately 1,200 feet south of the B3 corridor. Because of its proximity to the preferred alignment, the Illiana project team indicated that for the purposes of coordination, it will be assumed that the sheepnose mussel is located in the corridor and therefore there is a potential for impacting the species. As a result, the project team initiated informal Section 7 Consultation with the US Fish & Wildlife Service (USFWS).

The meeting agenda for this purpose included the following discussion points:

- Introductions
- Initiation of Section 7 Consultation – sheepnose mussel
- Other Topics
 - Eastern Prairie Fringed Orchid (EPFO) Survey Locations
 - Status of Indiana Bat Mist-Net Surveys

S. Schilke and S. Ott provided a brief summary of the status of the project. J. Novak summarized the INHS mussel report which confirmed that a fresh dead shell of the federally endangered sheepnose mussel was found approximately 1,200 feet south of the proposed B3 corridor during surveys in the Kankakee River. No other federally listed mussels were identified in the project area. Because of this find and the proximity to Corridor B3, IDOT indicated that they will assume the presence of the mussel within the project limits. As a result, IDOT requested the project team to compile a Biological Assessment (BA) in anticipation of the formal Section 7 Consultation.

S. Cirton indicated that the USFWS is in the technical assistance stage of the review. The informal review begins with a review of the BA, which determines whether formal consultation is necessary. Therefore, S. Cirton stated that he needs to review the BA prior to any discussion of formal consultation.

At the time, it was not known if piers will be constructed in the Kankakee River for the bridge, which would be considered a permanent impact. All other impacts will be considered temporary for construction. J. Novak indicated that temporary impacts could

Illiana Corridor Phase I Study

include the use of causeways constructed in the river by the contractor. At this stage, the project team will assume the worst case scenario to allow the contractor flexibility during construction. R. Powell indicated that the use of causeways is a practical method for construction of a bridge this large. It could potentially save approximately \$20 million versus constructing the bridge from the shore. R. Powell indicated that coffer dams could also be used during construction.

S. Schilke indicated that the actual location of the crossing of the Kankakee River has not been finalized because of the discovery of an historic site on the east bank of the river near the preferred alignment. IDOT is currently coordinating this issue with the State Historic Preservation Officer (SHPO); however, the alignment is not expected to vary much from the current design.

S. Schilke asked if the use of piers in the river would be considered a fatal flaw. S. Cirton stated that he does not think piers would be a fatal flaw at this time. J. Novak indicated that as part of the BA, commitments will be made to conduct mussel surveys and relocate all native mussels found during the surveys prior to construction to minimize and avoid impacts.

J. Novak asked if the outline provided by USFWS should be used, since there are some variations with outlines on their website. S. Cirton indicated this outline is based on recent reviews their office has completed and the project team should follow this example. S. Cirton indicated that once he receives the BA, he has 30 days to review and comment. The USFWS has 180 days to complete the Biological Opinion if formal consultation is required.

M. Fuller indicated that the review timelines are critical as the Record of Decision cannot be signed until the Section 7 consultation is completed. M. Fuller, reviewing policy indicated that a summary of the BA and agency coordination is required for the Draft EIS. Approval of the BA for the Draft EIS is not required. Indiana uses a Limited Take Process which is somewhat different from what Illinois requires. S. Cirton said to make sure that all species listed for Will and Lake counties are included in the BA regardless of whether there are potential impacts to additional species.

S. Cirton will need to check to see if a separate BA for Illinois and Indiana will be required for the entire project since this project crosses state lines and USFWS jurisdictional offices or if a single BA document can be prepared.

Additional topics discussed concerned other federally-listed species potential involvement. For the Indiana bat, additional areas near the proposed I-65 interchange were added to the project and a 2013 survey is needed for these areas. The INHS will be conducting surveys for the additional areas in Illinois after June 1. S. Cirton has been in constant contact with the Illinois survey teams and will be working closely with them. S. Cirton indicated that there are new protocols this year on bat surveys. This information will be passed on to the survey teams. The INHS bat report will be completed by the end of July 2013.

Illiana Corridor Phase I Study

J. Novak produced a table summarizing all wetland sites in Illinois that have floristic quality indices over 20, which is the threshold for potential surveys for the eastern prairie fringed orchid (EPFO). The table also calls out plant associates of the EPFO. S. Cirton will review the list and coordinate the locations of additional EPFO surveys. S. Hargrove indicated that the INHS has identified some basal rosettes of unidentified orchids during their surveys last year. The INHS will attempt to confirm species type during this year's survey.

S. Cirton requested a copy of the wetland delineation and botanical survey reports. IDOT directed Huff & Huff to prepare CD's for distribution to the federal agencies. J. Novak will hand deliver the document to USFWS by Wednesday, May15, 2013.

J. Novak asked about the permit information related to the JATA site and the grassland bird information. S. Cirton responded that he has the permit number, but cannot locate the entire Decision Document from the Corps of Engineers. When he gets back to his office at the Corps of Engineers, he will check further to get information on the bird mitigation.

The meeting concluded at approximately 10:30 AM.

**NEPA/404 Merger
Monthly Illiana Corridor Informational Meeting Agenda**

Conference Call
May 22, 2013
10:00 AM CDT/11:00 EDT

IDOT, INDOT, FHWA-IL and IN Division and federal/state resource agencies attending remotely by webinar/phone conference:

Toll Free No: 877-336-1839
Access Code: 5289000

Webinar access: <https://connectdot.connectsolutions.com/il-nepa404/>

Agenda Items:

1. Introductions
2. Alternatives to be Carried Forward
 - B3 environmental footprint – changes since Tier One working alignment
 - Design Options @ Interchanges
 - Road connectivity status
 - Minor excursions outside the Tier One 2000' Corridor
 - Tolling/Non tolling status
 - Addition of Lorenzo Road interchange to project limits
3. Environmental Coordination
 - Sheepnose Mussel BA
 - Indiana Bat and Eastern Prairie Fringed Orchard 2103 Field Surveys
 - Section 106 Coordination
 - BMP discussion
4. Public Involvement Update
 - Tier Two Public Meeting #1 Recap
 - CPG/TTF #2 Recap
 - Upcoming Meetings (CPG/TTF #3, T2 Public Meeting #2)
5. P3 Activities
 - Industry Forum – June 24-25, 2013

Tier Two NEPA Merger Meeting Handouts



Prepared For:

Tier Two Environmental Resource Database and
Road Connectivity Maps

May 2013

Tier Two Environmental Resource Database

In support of the Tier Two studies, the geographic information system (GIS) data collected during the Tier One process was used as a database baseline and refined as part of the Tier Two studies. Additional data collected from resource agencies and field surveys performed during Tier Two are being integrated into the GIS database. The GIS database serves as a single source for storing, retrieving, editing/updating, analyzing, and displaying project related information. It provides the ability to create comprehensive environmental resource maps used to first avoid and then minimize impacts as part of the definition of initial alternatives, to the extent practical. The GIS database streamlines the capabilities, quality, and consistency with respect to preparing impact and performance reports in table format for comparative analysis.

Table 1-1 provides a summary by resource topic of the primary data sources used during the Tier One studies and those that are being used during the Tier Two studies. In addition, key elements of the Tier Two study methodology are presented for each resource.

Table 1-1. Primary Data Sources and Methodologies

Resource Topic	Tier One Data Sources	Tier Two Data Sources	Tier Two Methodology
Socioeconomic	<ul style="list-style-type: none"> • GIS database • US Census • Existing planning documents • Windshield survey 	<ul style="list-style-type: none"> • GIS database • US Census • Field surveys • Stakeholder meetings 	<ul style="list-style-type: none"> • Conceptual stage relocation studies • Census block level population analysis • Use of economic modeling tools (PRISM™) • Prepare Community Impact Assessment • Environmental Justice Evaluation
Agricultural	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Stakeholder meetings 	<ul style="list-style-type: none"> • Complete Form AD 1006 and Form NRCS-CPA-106 • Assess impacts to agricultural land, farm fields and operations, and conservation program lands • Coordinate with local farm bureaus, Departments of Agriculture and NRCS • Farm Severances • Uneconomical Remnants • Prime Farmland Assessment • Prepare Agricultural Technical Memorandum

Resource Topic	Tier One Data Sources	Tier Two Data Sources	Tier Two Methodology
Cultural Resources	<ul style="list-style-type: none"> • GIS database • Records search • National, state, and local historic and cultural resource lists, reports and maps • Programmatic Agreement 	<ul style="list-style-type: none"> • Records and literature search • Field surveys and photo documentation of historic structures • Deep testing for archaeological resources • National, state, and local historic and cultural resource lists, reports and maps • Property owner interviews • Agency consultation 	<ul style="list-style-type: none"> • Follow Section 106 process preparing determinations of eligibility and effects assessments • Develop a Memorandum of Agreement (MOA) or Programmatic Agreement for handling adverse effects • Prepare Historic Properties Technical Report and Archaeological Resources Investigation Technical Report • Concurrent Section 4(f) for historic properties
Air Quality	<ul style="list-style-type: none"> • Existing RTP/TIP/SIP information • EPA data 	<ul style="list-style-type: none"> • RTP/TIP/SIP information • EPA data • Traffic data • MOVES inputs from MPOs • Meteorological data • Construction information 	<ul style="list-style-type: none"> • Conduct mesoscale analysis for impacts to regional air quality levels • Conduct microscale analysis to assess possible National Ambient Air Quality Standards (NAAQs) violations • Conduct quantitative Hot Spot Analysis for PM_{2.5} • Prepare an Air Quality Technical Report
Noise	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • Traffic data (peak hour traffic volumes) • Engineering plan and profile CADD files • Noise receptor modeling • Field noise measurement data • GIS database 	<ul style="list-style-type: none"> • Screening of sensitive land uses • Model traffic noise at select receptors • Assess existing and proposed noise levels at Midewin • Use feasible and reasonable criteria for abatement evaluation • Prepare Noise Monitoring Plan and Noise Receptor Selection Memorandum • Prepare Traffic Noise Technical Report
Energy		<ul style="list-style-type: none"> • Traffic data 	<ul style="list-style-type: none"> • Calculate direct energy consumption with EPA MOVES2010 model • Analyze indirect energy consumption using cost estimates and construction energy factors

Resource Topic	Tier One Data Sources	Tier Two Data Sources	Tier Two Methodology
Natural Resources	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field surveys • Existing studies 	<ul style="list-style-type: none"> • Finalize surveys of T&E Species • Determine potential impacts to T&E species • Assess wildlife and habitat impacts • Assess impacts to neo-tropical and grassland birds • Develop mitigation for impacts to wildlife, habitat, and protected species • Assess impacts to land cover and trees • Coordinate with Midewin
Water Resources	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field surveys and delineations • Water quality sampling 	<ul style="list-style-type: none"> • Perform waters of the U.S. delineations • Complete fish, mussel, and aquatic macro-invertebrate surveys, water quality sampling, and habitat assessments • Perform pollutant loading analysis • Assess potential impacts to water resources • Identify Best Management Practices (BMPs) to minimize impacts to water resources • Prepare Water Resource Technical Report(s)
Groundwater Resources	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • Identify and document groundwater resources • Potable wells assessment
Floodplains	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field survey and agency databases 	<ul style="list-style-type: none"> • Identify and evaluate existing and proposed floodplain encroachments
Wetlands	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field surveys and delineations 	<ul style="list-style-type: none"> • Complete formal delineations • Assess project impacts to all wetlands • Identify High Quality sites and assess impacts • Assess avoidance and minimization potential • Develop overall mitigation strategy, differing across state lines. • Wetland Technical Report

Resource Topic	Tier One Data Sources	Tier Two Data Sources	Tier Two Methodology
Special/Hazardous Waste	<ul style="list-style-type: none"> Regulatory agency databases GIS database 	<ul style="list-style-type: none"> Regulatory agency databases GIS database Field surveys 	<ul style="list-style-type: none"> Phase I (PESA) study identifying recognized environmental conditions (RECs) (IL) Prepare ISA Parcel Selection Technical Report and ISA Technical Report for Indiana portion of the corridor
Section 4(f)	<ul style="list-style-type: none"> GIS database Agency consultation 	<ul style="list-style-type: none"> GIS database Agency consultation Field surveys 	<ul style="list-style-type: none"> Conduct formal Section 4(f) consultation with officials with jurisdiction Conduct Section 4(f) evaluation process for any Section 4(f) property involvement Prepare Section 4(f) Evaluation
Special Lands	<ul style="list-style-type: none"> GIS database 	<ul style="list-style-type: none"> GIS database Agency consultation Field surveys 	<ul style="list-style-type: none"> Identify Special Lands (Nature Preserves, etc.) and assess impacts
Mineral Resources	<ul style="list-style-type: none"> GIS database 	<ul style="list-style-type: none"> GIS database 	<ul style="list-style-type: none"> Perform geologic condition investigations Quantify impacts to aggregate resource needs
Visual Resources	<ul style="list-style-type: none"> Windshield survey 	<ul style="list-style-type: none"> Preliminary engineering design Field surveys 	<ul style="list-style-type: none"> Assess visual impacts using FHWA guidance
Indirect and Cumulative	<ul style="list-style-type: none"> GIS database Population and employment forecasts Existing planning documents 	<ul style="list-style-type: none"> GIS database Population and employment forecasts Existing planning documents Stakeholder interviews 	<ul style="list-style-type: none"> Land use decision-maker interviews Analysis of market demand and local zoning ordinances Coordinate with other resource disciplines for impact estimates Assess indirect effects on wildlife and potential effect of fugitive light on Calumet Observatory

Completion of the Tier Two environmental resource data collection and field surveys is an ongoing effort. New information that becomes available will be added to the Tier Two GIS database as part of the Tier Two Draft EIS process.

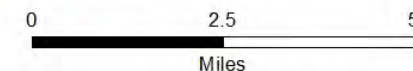
Figure 4-1. Preliminary Road Closures



Draft Road Connectivity Proposal

Legend

- Open
- ⊗ Under Consideration for Closure*
- ◆ Interstate Interchange
- ◆ Interchange
- ◆ Potential Interchange ^
- - - Route if Road is Closed
- Proposed Frontage Road
- ▨ A local access interchange to IL 53 is being considered at locations within this area, from IL 53 to Riley Road.
- Freeways
- Highways
- Arterials
- Streets
- Local Road
- Railroad
- ▨ South Suburban Airport (Inaugural)
- ▨ South Suburban Airport (Ultimate)
- ▨ Midwin National Tallgrass Prairie
- ▨ Natural Areas
- ▨ River, Stream and Lake
- ▨ County Line
- Map Match Line



* Crossroad connectivity is currently under evaluation and is subject to change through the Tier 2 process.

^ Potential local access interchange locations were added following the conclusion of Tier One studies. These locations are warranted to be kept open with a grade separation regardless of whether an interchange is built.

Figure 4-2. Preliminary Road Closures



Draft Road Connectivity Proposal

Legend

- | | | |
|--|------------|------------------------------------|
| Open | Freeways | South Suburban Airport (Inaugural) |
| Under Consideration for Closure* | Highways | South Suburban Airport (Ultimate) |
| Interstate Interchange | Arterials | Midewin National Tallgrass Prairie |
| Interchange | Streets | Natural Areas |
| Potential Interchange * | Local Road | River, Stream and Lake |
| Route if Road is Closed | Railroad | County Line |
| Proposed Frontage Road | | Map Match Line |
| A local access interchange to IL 53 is being considered at locations within this area, from IL 53 to Riley Road. | | |

* Crossroad connectivity is currently under evaluation and is subject to change through the Tier 2 process.

Date: 5/17/2013



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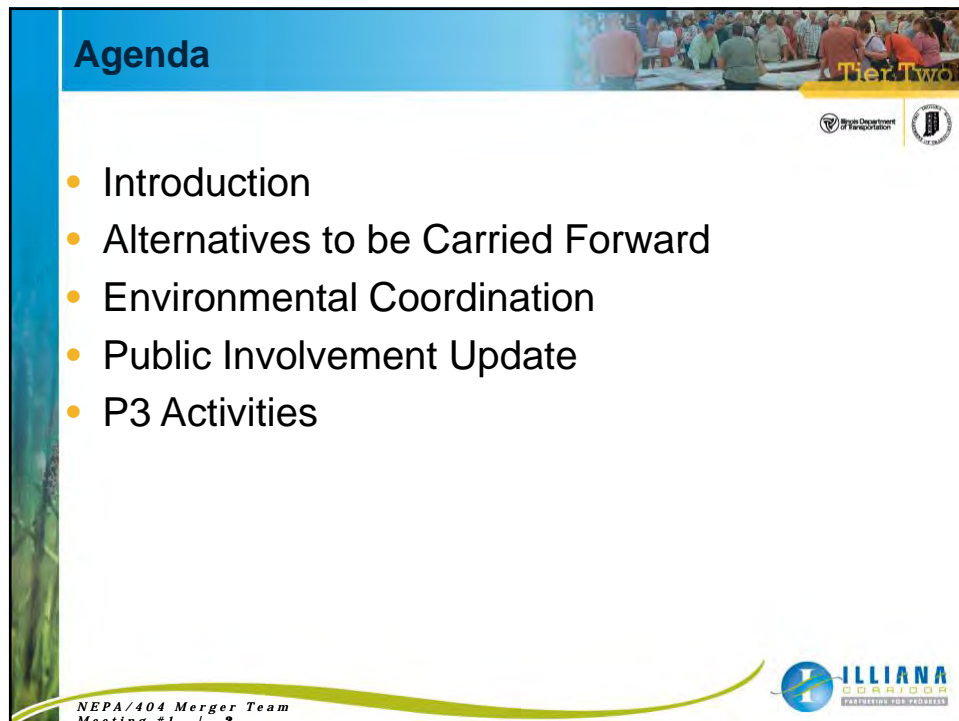
**Illiana Corridor
NEPA/404 Merger Team
Meeting**
May 22nd 2013

Tier Two

Illinois Department of Transportation

Illiana Corridor

The slide features a background image of tall grass. On the right side, there are four small inset photographs: a person at a computer, a group of people in a meeting, a person at a desk, and a map of the corridor. The Illinois Department of Transportation logo is in the bottom left, and the Illiana Corridor logo is in the bottom right.



Agenda

- Introduction
- Alternatives to be Carried Forward
- Environmental Coordination
- Public Involvement Update
- P3 Activities

Illiana Corridor

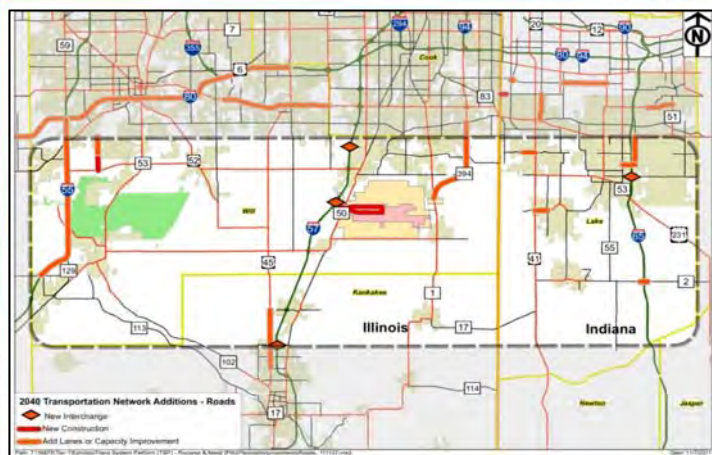
NEPA/404 Merger Team Meeting #1 / 2

The slide has a blue header with the word "Agenda" in white. Below the header is a list of five agenda items. The background of the slide is a light blue gradient. In the top right corner, there is a small photograph of a group of people sitting at a table. The Illiana Corridor logo is in the bottom right corner, and the text "NEPA/404 Merger Team Meeting #1 / 2" is in the bottom left corner.



No-Action Alternative

Tier Two



NEPA/404 Merger Team
Meeting #1 / 5



Committed Projects In or Near the Study Area

Tier Two

Route	Description	Location
Will County, Illinois		
I-80	Add lanes	From US 45 in Frankfort to US 30 in New Lenox (C)
I-80	Add lanes	From US 30 in New Lenox to Ridge Road in Minooka (I)
US 30	Add Lanes	From IL-43 in Frankfort to Williams St. in New Lenox (M)
IL-394	Upgrade to Limited Access	From IL-1 in Crete to Sauk Trail in Sauk Village (I)
I-57	New Interchange	At Stuenkel Road in University Park (M)
I-57	New Interchange and Connector Road	At SSA in Monee (I)
Baseline Road	New Road	From Arsenal Rd. to Schweitzer Road in Elwood (I)
I-55	Add Lanes	From IL-113 to I-80 (I)
Kankakee County, Illinois		
I-57	New Interchange at 6000 N Road	Bourbonnais (M)
US 45/52	Add Lanes	From Kathy Drive in Bourbonnais to Manteno Road in Manteno (I)
Lake County, Indiana		
I-65	New Interchange	109th Avenue in Crown Point (M). This project has been completed.
Mississippi Street	New Road	from US 30 to 61st Ave. in Merrillville (N)
101st Avenue	Add Lanes	Merrillville (N)
SR 2	Add lanes, interchange improvement	I-65 east of Lowell (N)
Kennedy Avenue	Add Lanes	Schererville (N)


Source: (C) CMAP; (I) Interview with state, county, and local transportation officials; (N) NIRPC; (M) Inclusion in state multi-year construction program or recent construction.

NEPA/404 Merger Team
Meeting #1 / 6

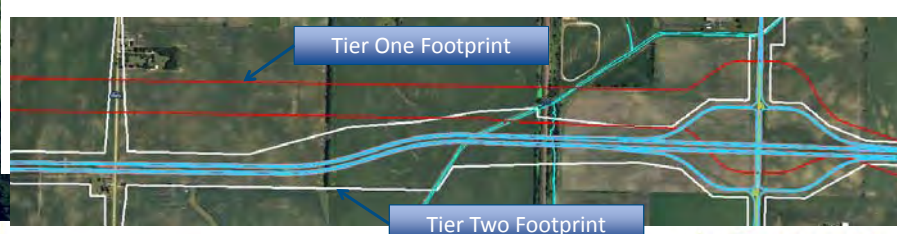


B3 Environmental Footprint


Tier Two



- Tier One footprint
 - Best Available GIS Data for avoidance and impact evaluation
 - Standardized 400' Wide corridor with conceptual interchange Layouts
 - Side Roads not included in footprints
- Tier Two Footprint
 - Utilize Environmental Field Survey for avoidance and impact evaluation
 - Includes Design Footprints for Interchanges and Side Roads
 - Includes Design Footprints for Mainline
 - Includes application of detention/treatment opportunity areas
 - Includes access roads to land locked parcels





NEPA/404 Merger Team
Meeting #1 / 7



Working Alignment Measures Potential Impacts

Tier Two






+
-
S 120th Ave

400' Working Alignment
Footprint within 2000'
Planning Corridor

- Alignment location will move
- Actual alignment will be finalized fall 2013

NEPA/404 Merger Team
Meeting #1 / 8

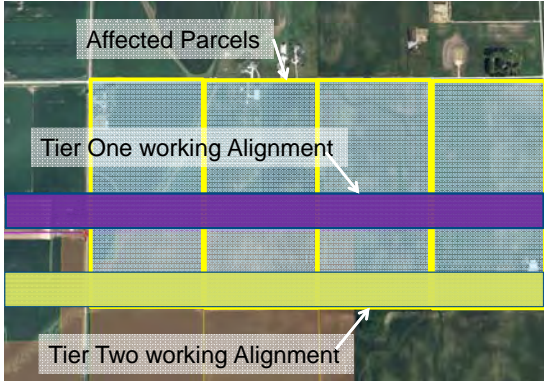


Refined Working Alignment

Tier Two

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Concept Revisions Reduce Farm Severances



- A 300 acre reduction in severances was possible by shifting the alignment 800' south for ten 80 acre parcels
- Over 25 large parcels have significant reductions in severance due to alignment adjustments

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NEPA/404 Merger Team Meeting #1 / 9

Primary Data Sources and Methodologies

Tier Two

Illiana Corridor
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Resource Topic	Tier One Data Sources	Tier Two Data Sources	Tier Two Methodology
Natural Resources	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field surveys • Existing studies 	<ul style="list-style-type: none"> • Finalize surveys of T&E Species • Determine potential impacts to T&E species • Assess wildlife and habitat impacts • Assess impacts to neo-tropical and grassland birds • Develop mitigation for impacts to wildlife, habitat, and protected species • Assess impacts to land cover and trees • Coordinate with Midewin
Water Resources	<ul style="list-style-type: none"> • GIS database 	<ul style="list-style-type: none"> • GIS database • Field surveys and delineations • Water quality sampling 	<ul style="list-style-type: none"> • Perform waters of the U.S. delineations • Complete fish, mussel, and aquatic macro-invertebrate surveys, water quality sampling, and habitat assessments • Perform pollutant loading analysis • Assess potential impacts to water resources • Identify Best Management Practices (BMPs) to minimize impacts to water resources • Prepare Water Resource Technical Report(s)




A table of the resources is included in the handout package

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NEPA/404 Merger Team Meeting #1 / 10


Interchange Analysis

Tier Two




- Initially locate at state highways
- State highways generally offer compatible traffic function and land use for interchanges
- State highways are necessary truck route connections
- 2 new interchanges considered in Tier two
 - CH 43 / Wilton Center Road
 - IL-50
- New interchanges may be deferred to future when demand or land use develops
- Alternatives Evaluated based on
 - Impact evaluation
 - Safety
 - Traffic Operations
 - Stakeholder Input
 - Constructability

NEPA/404 Merger Team
 Meeting #1 / 11




Design Options at Interchanges

Tier Two


- Interchange Under Consideration
 - I-55 @ Lorenzo Road Service Interchange
 - I-55 Full system Interchange with local access to IL-129
 - IL-53 (Multiple options under consideration)
 - No Interchange
 - Offset interchange (two concepts)
 - Interchange on IL-53
 - County Highway 43 (New Interchange through stakeholder input)
 - Emergency Access
 - Full Interchange (recommended option)
 - RTE-45 Diamond interchange
 - I-57 Full System Interchange
 - IL-50
 - No Interchange
 - Modified Parclo Interchange
 - IL-1 (Dixie Hwy) Diamond interchange
 - US-41
 - IN-55 Tight Diamond
 - I-65 Full System Interchange

NEPA/404 Merger Team
 Meeting #1 / 12



Corridor Fly Through

Tier Two



NEPA/404 Merger Team Meeting #1 / 13

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Local Road Connectivity

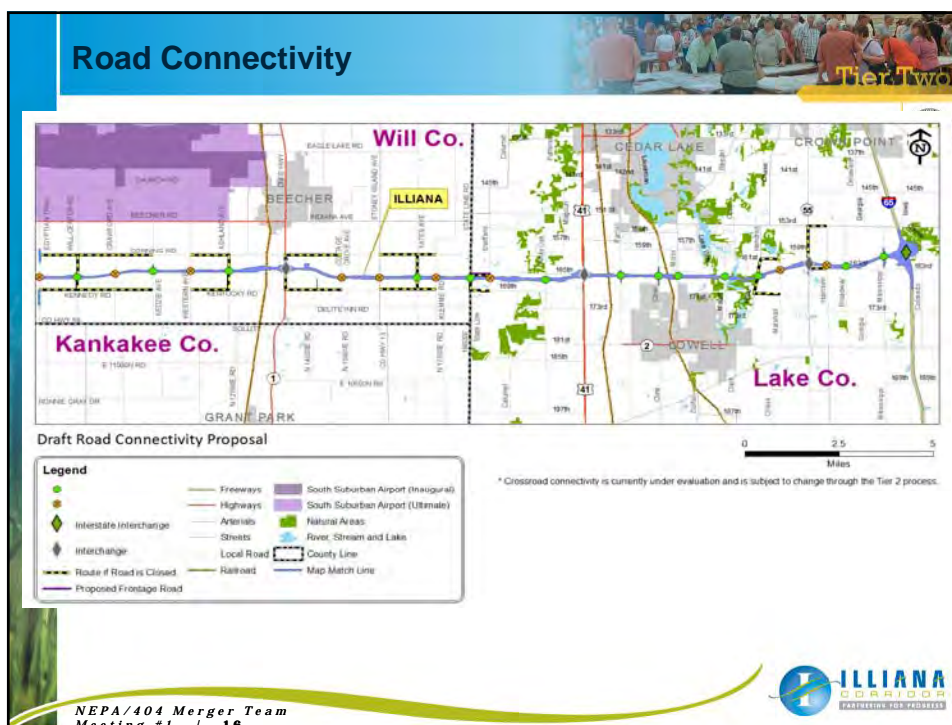
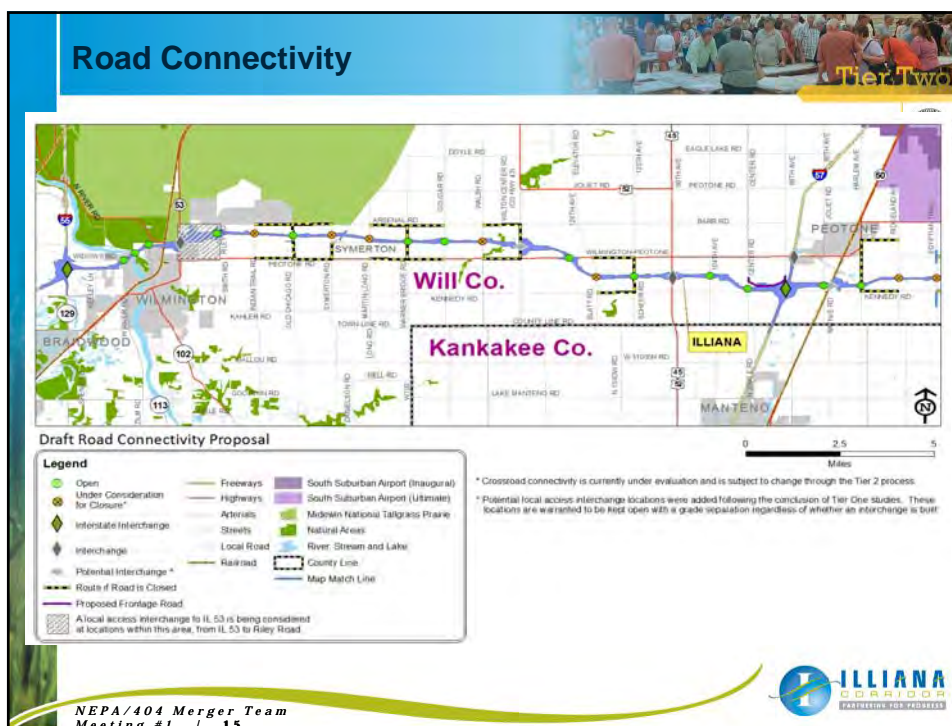
Tier Two






- **Economic Considerations**
- **Emergency and School Routes**
- **Landowner Access**
- **Future Land Use**
- **Stakeholder Involvement**
 - Local Officials
 - Emergency Services
 - School Districts
 - Farm Operations
 - Local Road Agencies
 - Others

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Tolling and Non Tolling

Tier Two




Single Tolloed Scenario is recommended for impact and travel performance analysis

The DEIS will evaluate the travel performance and impacts based on a single tolled traffic retention analysis. Sensitivity analysis will be performed on the effects of tolling rates on traffic volumes.

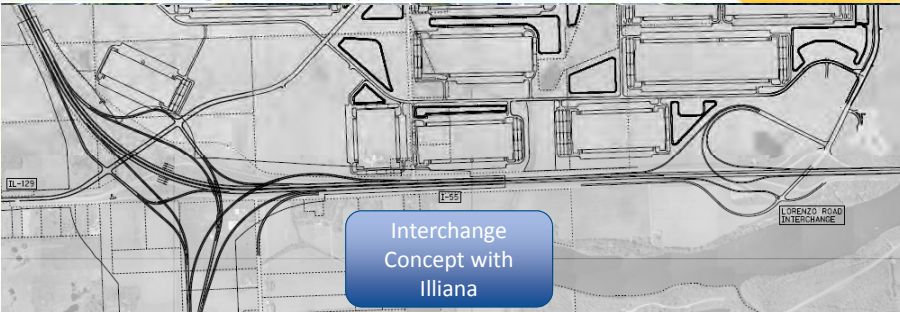


NEPA/404 Merger Team
Meeting #1 / 17




Lorenzo Road (I-55 Wilmington Study EA)

Tier Two




Interchange
Concept with
Illiana



Interchange
Concept without
Illiana

NEPA/404 Merger Team
Meeting #1 / 18





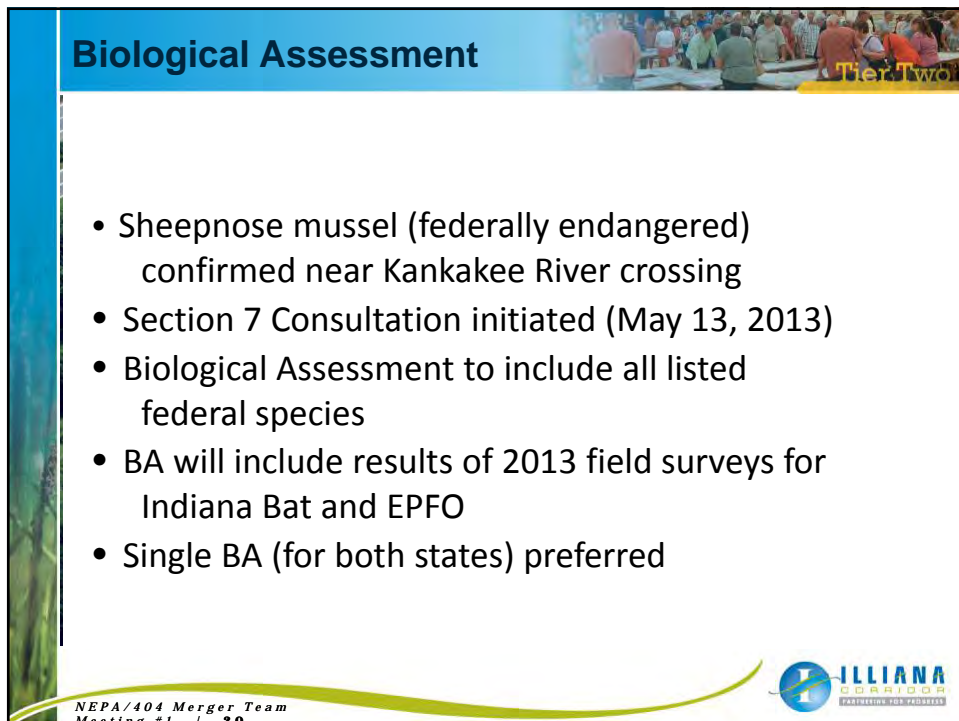
The slide features the ILLIANA CORRIDOR logo at the top left, with the tagline "PARTNERING FOR PROGRESS". The main title "Environmental Coordination" is prominently displayed in white text over a blue-tinted background image of people gathered around a large map. To the right, a vertical strip shows a photograph of people looking at a map. The text "Tier Two" is written in yellow at the bottom right. Logos for the Illinois Department of Transportation and the Indiana Department of Transportation are at the bottom left.

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Environmental Coordination

Tier Two

Illinois Department of Transportation
Indiana Department of Transportation



The slide has a blue header with the title "Biological Assessment" and a small photo of a meeting. The main content is a bulleted list of project updates. The text "Tier Two" is written in yellow at the bottom right. The ILLIANA CORRIDOR logo is at the bottom right. Footer text at the bottom left identifies the meeting as NEPA/404 Merger Team Meeting #1.

Biological Assessment

Tier Two


- Sheepnose mussel (federally endangered) confirmed near Kankakee River crossing
- Section 7 Consultation initiated (May 13, 2013)
- Biological Assessment to include all listed federal species
- BA will include results of 2013 field surveys for Indiana Bat and EPFO
- Single BA (for both states) preferred

NEPA/404 Merger Team Meeting #1 / 20

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2013 Field Studies

- Indiana Bat: 5 sites in Illinois/1 site in Indiana
- Eastern Prairie Fringed Orchid: 14 wetlands with FQA >20 (IL)
- Griesel Ditch and Bryant Ditch (IN) scheduled for aquatic resource surveys (dry in 2012)
- Summer Aquatic Macro-Invertebrate sampling in Indiana
- Fish and Mussel “spot checks” in Indiana, as necessary
- Spring Water Quality sampling in Indiana
- Sample plot tree study (Indiana riparian corridors)

NEPA/404 Merger Team Meeting #1 / 21 

Section 106 – Above-ground Resources


- Preliminary Determinations of Eligibility (IL)
 - IDOT-BDE completed preliminary determinations
 - 28 formal National Register of Historic Places (NRHP) determinations of eligibility to be completed for submittal to SHPO and Consulting Parties
- Historic Property Report (IN)
 - One (1) property recommended to be eligible for listing in the NRHP
 - Document to be posted to Project Website
 - Distributed to SHPO and Consulting Parties
- Alternate Route 66 webinar, May 29
- Eligibility and effects in DEIS (tentative)
- MOA likely at FEIS/ROD

NEPA/404 Merger Team Meeting #1 / 22 

Section 106 – Below-ground Resources Tier Two

- Determinations of Eligibility – IL
 - No recorded sites determined NRHP eligible
 - No known prehistoric or historic period burial sites
 - At this stage, 36 sites warrant further investigation to evaluate NRHP eligibility
- Determinations of Eligibility – IN
 - Completed reconnaissance level survey
 - One area requires further investigation to evaluate NRHP eligibility
- Continued evaluation through DEIS and FEIS/ROD
- MOA likely at FEIS/ROD


NEPA/404 Merger Team Meeting #1 / 23



Wetlands Field Review Tier Two



- Tentative dates:
 - Illinois – June 17-20 and June 24-26
 - Indiana – TBD
- Wetland sites of interest to be identified
- Landowner notice protocols

NEPA/404 Merger Team Meeting #1 / 24



BMP Opportunity Area Treatment Types

Tier Two

Legend

Water Quality Best Management Practices (BMP)

- 1 BMP Swale-Basin
- 2 BMP Swale
- 3 BMP Infiltration

Wetland/Riparian Buffer

- 4 Riparian Buffer WQ BMP
- 5 Wetland Water Quality (WQ) BMP

Prairie or Forest Restoration/Enhancement


- 7 Forest Restoration or Enhancement
- 8 Prairie WQ BMP
- 9 Prairie Restoration

◆ Wildlife Crossing

~ Edge of Pavement



Right-of-Way

NEPA/404 Merger Team
Meeting #1 / 25




BMP Opportunity Areas


Tier Two

- Cedar Creek, IN



NEPA/404 Merger Team
Meeting #1 / 26



BMP Opportunity Areas

Tier Two

- Forked Creek, IL

Legend:

- Water Quality Best Management Practices (BMPs)
 - 1 Stormwater Pond
 - 2 Stormwater Detention
 - 3 Stormwater Infiltration
 - 4 Stormwater Storage
 - 5 Stormwater Treatment
- Wetland Riparian Buffer
 - 6 Riparian Buffer (100' Buffer)
 - 7 Wetland Buffer (100' Buffer)
- Priority of Forest Restoration/Enhancement
 - 8 Forest Restoration/Enhancement
 - 9 Forest Management
 - 10 Forest Planting
 - 11 Forest Clearing
 - 12 Forest Thinning
 - 13 Forest Harvest

NEPA/404 Merger Team Meeting #1 / 27

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Illiana BMPs

Tier Two

Naturalized Stormwater Management Facilities

University Research Park
Madison, Wisconsin

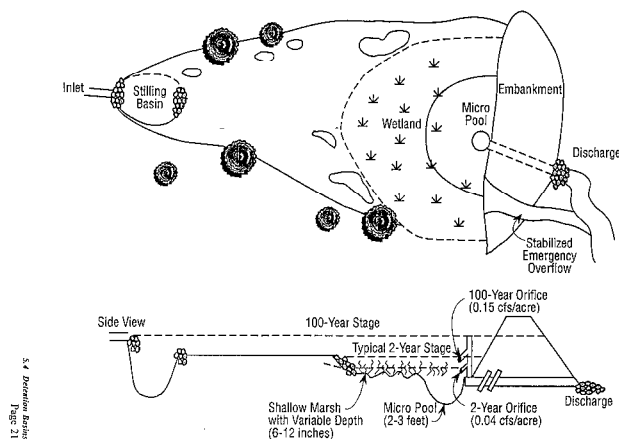
NEPA/404 Merger Team Meeting #1 / 28

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Best Management Practices

Tier Two

Typical Water Quality Wetland/Detention Pond



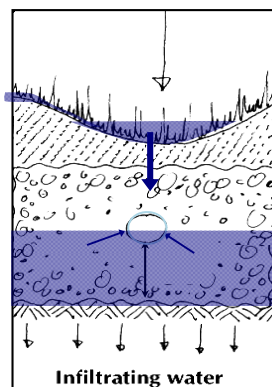
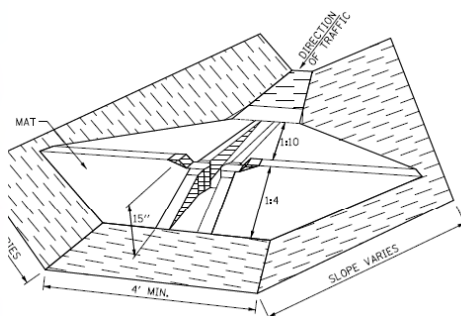
NEPA/404 Merger Team
Meeting #1 / 29



Bioswales

Tier Two

- Bioswales can be installed within swale and ditch lines to promote filtration and nutrient uptake.



NEPA/404 Merger Team
Meeting #1 / 30



Infiltration Catch Basins

Tier Two

- Manholes are designed with leaky bottoms to promote infiltration

INFILTRATION CATCH BASIN DETAIL

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NEPA/404 Merger Team
Meeting #1 / 31

Public Involvement Update

Tier Two

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LAY COUNTY

Illinois Department of Transportation

ILLINOIS STATE BOARD OF TRANSPORTATION

Tier Two Stakeholder Outreach

January - April

- 45 one-on-one stakeholder meetings (local governments, schools, EMS)
- CMAP and NIRPC staff technical coordination meetings

February

- 5 landowner meetings (approximately 850 attendees involving over 400 landowners)
- CMAP Tier II consultation meeting, February 14th

NEPA/404 Merger Team Meeting #1 / 33

Tier Two Stakeholder Outreach

March

- Tier Two Corridor Planning Group #1 meeting, March 14th
- 2 CSS workshops: Midewin-Wilmington, March 13th; IL-53 Corridor Planning Group, March 20th

April

- Land Use Task Force #1 meeting, April 10th
- Tier Two Public meetings: April 16th – Peotone, IL; April 18th – Cedar Lake, IN
- NIRPC Committees and Commission meetings: April 9th, 11th, and 18th

NEPA/404 Merger Team Meeting #1 / 34

Tier Two Stakeholder Outreach

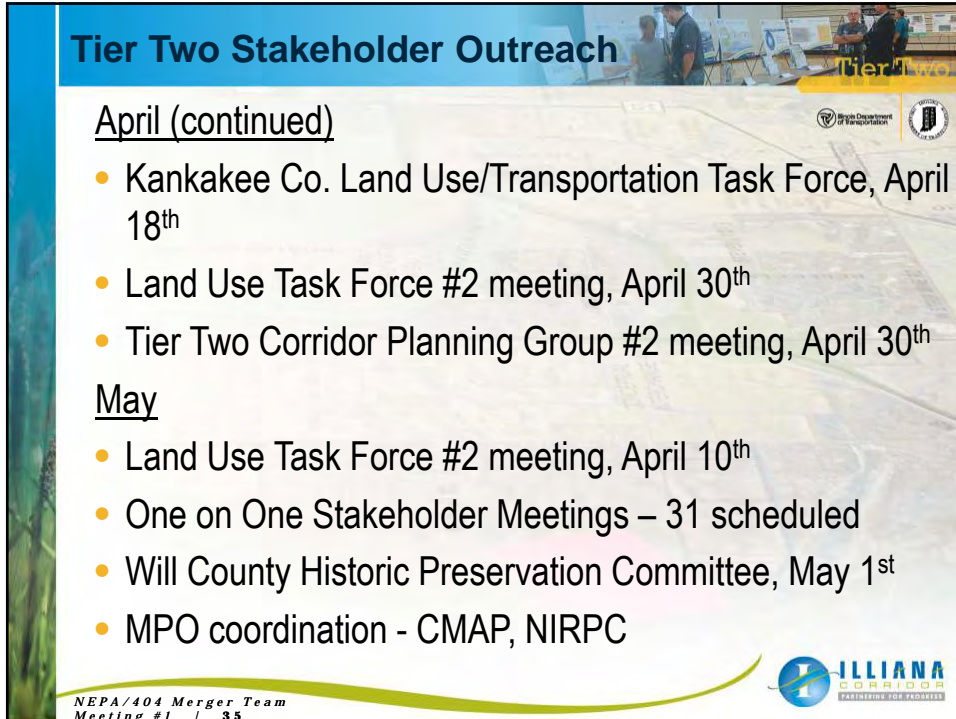
April (continued)

- Kankakee Co. Land Use/Transportation Task Force, April 18th
- Land Use Task Force #2 meeting, April 30th
- Tier Two Corridor Planning Group #2 meeting, April 30th

May

- Land Use Task Force #2 meeting, April 10th
- One on One Stakeholder Meetings – 31 scheduled
- Will County Historic Preservation Committee, May 1st
- MPO coordination - CMAP, NIRPC

NEPA/404 Merger Team Meeting #1 / 35



Landowner Meeting: What Did We Hear?

- Opinions on road closures
- Access impacts
- Impacts if partial property is acquired
- Locations of field tiles, well and septic
- Information on wetlands and flow of water
- Noise and visual impacts
- Land acquisition process

NEPA/404 Merger Team Meeting #1 / 36



✓ *Happy we involved them in the process and asked their opinions*

✓ *Sincere in the approach to the meetings*

One-on-One Stakeholder Meetings

What did we hear?

- Location of interchanges
- Keeping roads open in certain areas
- Swapping “road kept open” locations
- Adding locations of roads kept open
- Frontage roads or relocated roads

Second round – May 2013

- Gather info on I & C Impacts
- Further local issues coordination

NEPA/404 Merger Team
Meeting #1 / 37



Next Steps in Public Involvement

Public Meeting #2

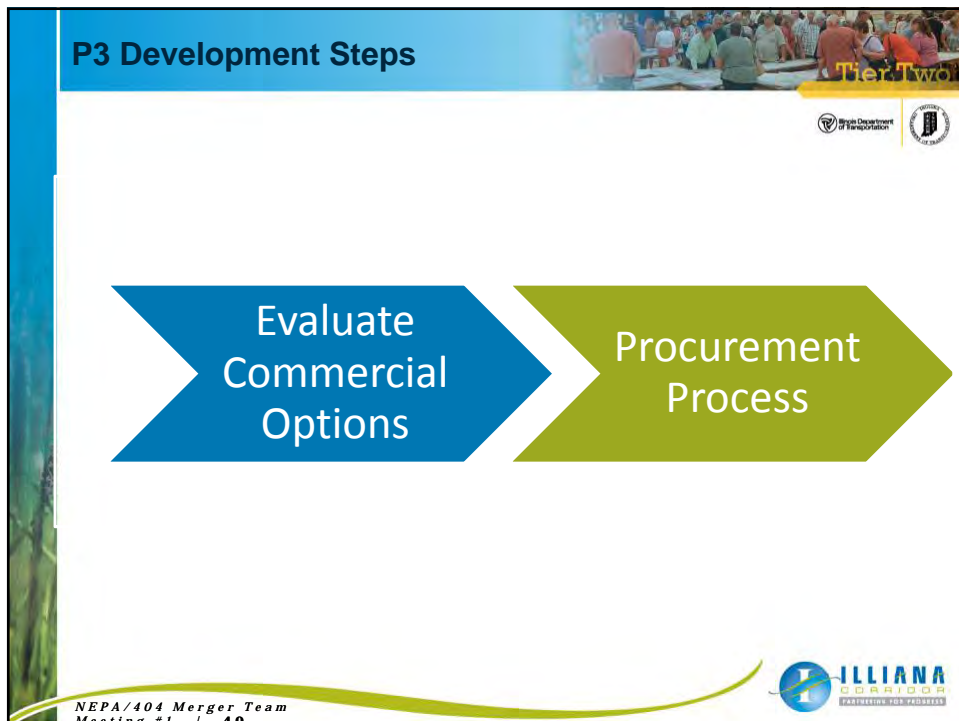
- *June 17- Lowell Middle School*
- *June 18 – Peotone High School*

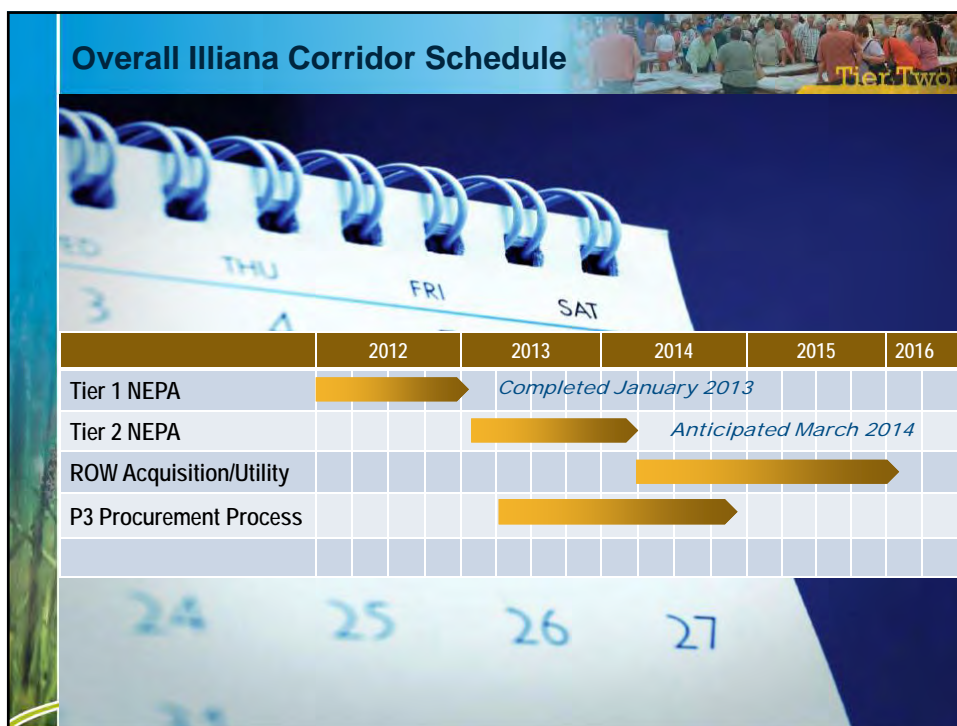
P3 Industry Forum

- *June 24-25, Rosemont*

NEPA/404 Merger Team
Meeting #1 / 38









Next Steps

Tier Two








Alternatives to Carry Forward Outreach

Tier Two

- Small Group Stakeholder Meetings- May/June 2013
- CPG Meeting #3- May 30, 2013
- Transmit Alternatives to Carry Forward Concurrence Package- June 10, 2013
- Public Meetings- June 17th and 18th
- P3 Industry Forum – June 24th and 25th
- Requesting Concurrence July 10th, 2013

Merger Team Meeting Summary

Date: May 22, 2013

Time: 10:00 AM – 12:00 PM CDT

Location: Conference Call

This meeting was held as a monthly update to the Merger Team of the Illiana Corridor Tier Two environmental study. The attendees are as shown below (no attendance sign-in since meeting was by conference call only).

D. McGibbon provided an overview of the alignment studies underway for Corridor B3. Highlights included a recent decision to merge the Lorenzo Road project with the Illiana Corridor, continued evaluation of interchange options at IL-53, and an overpass to be provided for the Wauponsee Glacial Trail as the Illiana Corridor will remain at grade, and that a wider structure is planned across West Creek to accommodate space for a proposed trail by the Lake County Parks Department. Space for detention areas will also be shown. An interchange at SR 55 is being further evaluated. It was also confirmed that tolled traffic volumes will be used in the Tier Two DEIS.

S. Ott reviewed the environmental studies underway, including a Biological Assessment (BA) for the sheepsnose mussel, confirmed by the Illinois Natural History Survey (INHS) in the Kankakee River upstream of the proposed crossing by Corridor B3. S. Cirton confirmed that a single BA would be acceptable for submittal to the U.S. Fish and Wildlife Service. V. Ruiz stated that no 2013 mussel surveys are planned since presence has been assumed. S. Hall indicated that a 2013 survey is needed in the amended Environmental Survey Area for the Eastern prairie fringed orchid and should be completed within the June 28th survey window. T. Brooks stated 14 survey locations have been identified, in addition to other eligible botanical areas; Cathy Pollack (INHS) will be coordinating the field activities.

S. Ott summarized the status of historic and archaeological investigations, historic property documentation and the upcoming webinar with the Historic Route 66 Consulting Parties, consistent with Section 106 of the National Historic Preservation Act. S. Hall commented on Table 1-1 of the Scoping Document, indicating that the Native American Tribes should be consulted for possible historic and archaeological site information. S. Ott concurred and the table will be revised accordingly.

Plans for the upcoming wetland field studies were discussed including advance notice to the landowners prior to entry onto private property. S. Hall confirmed that two days are being planned for the Illinois section review. J. Randolph indicated a preference for the first two weeks of June. M. Fuller stated that he will send out a 'when-is-good' request to confirm the best dates for the participants.

J. Anderson reviewed the overall approach for, and key elements of the Best Management Practices (BMP) opportunity areas now being identified within the proposed project footprint. L. Pelloso supported the concepts presented, and it was clarified that the first 0.75-inch of a storm event will be detained which contains approximated 88 percent of the solids. Considerations for wildlife crossings are also

Illiana Corridor Phase II Study

being made part of the BMP concepts which both S. Cirton and M. Buffington expressed as a key component of the BMP concept plan. J. Randolph commented that the BMPs would not be considered part of the mitigation commitments required in conjunction with the required state and federal permits. K. Westlake inquired about the use of right-of-way fencing to direct wildlife movement to such crossing locations.

R. Powell reviewed the status of the design studies underway. There are interchange design options at IL 53 and Wilton Center Road. An Alternatives to be Carried Forward Technical Memorandum is currently being prepared and will be distributed to the resource agencies in advance of the June 12 NEPA meeting, tentatively set for the purpose of requesting concurrence on alternatives to be carried into the Tier Two DEIS. The road connectivity analysis is ongoing, and the current road closure list is being revised to include additional roads open in Indiana. R. Powell clarified for S. Hall that the tolled scenario being carried forward will retain approximately 40 percent of the traffic of a non-tolled scenario, and that a non-tolled build scenario will not be carried forward. E. Leonard updated the participants on the status of public private partnership (P3) activities, including the upcoming P3 forum in late June sponsored by leadership of both states.

The meeting concluded at approximately 12:10 PM.

Attendees (all remote):

Matt Fuller, Joyce Newland – FHWA Indiana
Soren Hall – U.S. Army Corps of Engineers
Shawn Cirton, U.S. Fish and Wildlife Service
Norm West, Liz Pelloso, U.S. Environmental Protection Agency
Jason Randolph, Indiana Department of Environmental Management
Matt Buffington, Indiana Department of Natural Resources
Anne Haaker, Indiana State Historic Preservation Office
Tom Brooks, Sue Hargrove, Walt Zyznieuski, Illinois Department of Transportation, Bureau of Design and Environment
Steve Schilke, Vanessa Ruiz, Illinois Department of Transportation
Jim Earl – INDOT
Jedd Anderson, Pete Knysz – Christopher B. Burke Engineering, Ltd.
Ed Leonard, Rick Powell, Rick Rampone, Dave McGibbon, Steve Ott – PB



201 W. Center Court
Schaumburg, Illinois 60196

100 N Senate Avenue, #N642
Indianapolis, Indiana 46204

MEETING SIGN-IN SHEET

Date: May 30, 2013
Location: Will County Kistritz
Purpose: Stakeholder Meeting - Midewin Natl Tallgrass Prairie

Name	Representing	Email Address
1. <u>Rick Powell</u>	<u>Foran Brinkerhoff</u>	<u>powellw@pbworld.com</u>
2. <u>Steve Schille</u>	<u>FOOT</u>	<u>stern.schille@illinois.gov</u>
3. <u>Katie Kukielka</u>	<u>IDOT</u>	<u>katie.kukielka@illinois.gov</u>
4. <u>Ed Leonard</u>	<u>PARSON BRINCKERHOFF</u>	<u>leonarde@pbworld.com</u>
5. <u>BOB HOMMES</u>	<u>MIDWIN NTP</u>	<u>rhombres@fs.fed.us</u>
6. <u>WADE SPANG</u>	<u>Midewin NTP</u>	<u>wspang@fs.fed.us</u>
7. <u>Renee Thakali</u>	<u>Midewin NTP</u>	<u>rthakali@sbcglobal.net</u>
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25. _____	_____	_____



Illinois Department



INDIANA DEPARTMENT OF TRANSPORTATION



Illiana Corridor Phase I Study

Meeting Summary Midewin National Tallgrass Prairie

Date: May 30, 2013

Time: 11:00 AM CDT

Location: Will County Fair Atrium, Peotone, IL

A stakeholder meeting was held to gather information to assist in the preparation of Indirect and Cumulative Impacts for the Illiana Corridor Tier Two Draft EIS, and to update the Midewin National Tallgrass Prairie (MNTP) and gather information on the current status of the Illiana project. S. Schilke gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

The following items were discussed:

- The federal law (IL Conservation Act) reiterating “no new roads” was reviewed. MNTP maintains their previous position that widening River Road through the MNTP would be a violation of the Act. The property north of River Road and directly west of IL 53, owned by MNTP, was also addressed. W. Spang acknowledged that a land exchange could be possible that would remove the parcel from MNTP’s control and thus allow more flexibility in routing Illiana (as desired by some stakeholders), but he indicated this would need to be initiated by federal legislation and MNTP or the US Forest Service would not support or initiate it on an agency level.
- The CenterPoint bird mitigation was discussed. Most of the JADA property mitigation occurred on MNTP land; however, the Centerpoint bird mitigation was supposed to occur on Joliet Army Training Area land. There has been difficulty in finding documentation on the methodology of providing the required mitigation, or the mitigation plan itself. The study was previously directed to Eric Gilbert of Centerpoint as a contact, but so far the study has been unable to obtain anything from them. MNTP suggested there were environmental staff at Fort McCoy WI (which directs the Joliet Army Training Area) as a potential resource. Also, M. Fuller of FHWA could investigate through the Office of Environmental Counsel as an alternate way of obtaining the information.
- W. Spang asked about the need for lighting on the Illiana and suggested it be minimized, especially through sensitive areas. S. Schilke responded that lighting would be required as by IDOT policy, but interchange areas were the main areas where it would be required and it is not foreseen that the main line will be lit. Sound mitigation was also discussed, and areas eligible will be indicated in the DEIS.
- S. Schilke indicated that Will County Highway Department was opposed to closing the River Road interchange. MNTP had previously asked the potential of doing so if it might achieve some of the desired traffic reduction objectives of some stakeholders including MNTP.
- W. Spang discussed the crossing of IL 53 and the adjacent approaches to the railroad, Kankakee Street and other local roads. S. Schilke explained that there would be an embankment carrying Illiana up over Kankakee, UP RR and IL 53 and that it would decrease to approximately ground level to the east of IL 53. W. Spang indicated that there are potential issues – if the facility is raised and noise abatement applied, the overall height may interfere with bird flight

Illiana Corridor Phase I Study

patterns; but if there were enough opening area (as in a continuous bridge) birds might be able to fly under. S. Schilke explained that, economically, most of the raised grade would be on embankment rather than bridge.

- The various IL 53 access options were discussed, including directly on IL 53, the context sensitive design that had access onto S. Arsenal and IL 53, and alternate “offset” locations at Riley Road and Old Chicago Road. MNTP asked if an interchange could also be considered at Indian Trail Road, one mile east of Riley Road. They do not prefer a direct access to IL 53.
- There are 394 concrete bunkers to be removed from the MNTP property as part of the restoration effort; also, there are rail and service road facilities where the Illiana contractor might be able to salvage some material that MNTP wants removed. MNTP would be glad to offer this material to the Illiana contractor to use in recycled material, which would serve several purposes: potential reduced Illiana project cost, conservation/recycling of construction materials, and removal from the MNTP property that they would otherwise have to budget for. MNTP was asked if there were any permitting or special waste issues, and indicated there were none known with the concrete bunkers, or with potential aggregate from the service roads that might also be of salvage value. There may be permitting or special waste removal issues with the railroad grade. MNTP has had asbestos removal issues with a transite loop. There are also 14 pipelines on the property that will need to be addressed if removal work is performed nearby.
- MNTP stated that the village of Manhattan was planning a new intermodal north of Hoff Road. The study team was unaware of any specific development proposal there.

The meeting concluded at approximately 12:15 PM CDT.

Attendees: See attached

Remote Attendees: None.

Illinois Wetland Field Review Sign In Sheet

Wilmington, IL
June 17, 2013

Name		Email
Shawn Clinton		shawn_clinton@fws.gov
Scott Wiesbrock		swiesbro@illinois.edu
Tom Brooks	IDOT-BDS	thomas.brooks@illinois.gov
Steve Hammer	TDWR	Steve.hammer@illinois.gov
Pete Krysz		pkrysz@cbel.com
Brian Wilms	Univ of IL	wilms@illinois.edu
Soren Hall	USACE	soren.g.hall@usace.army.mil
Jim Novak	AuerHoff	jnovak@huffnhoff.com
Evan Markowitz	Huff+Hoff	emarkowitz@huffnhoff.com
Lindsey Oliver	FSG Consultants	oliver@pbworld.com
Rich Hoffman	PB	hoffmanrp@pbworld.com
Mike Machalek	USACE	Mike.J.Machalek@usace.army.mil
Steve Ott	Parsons Brinckerhoff	ott@pbworld.com
Kick Powell	Parsons Brinckerhoff	powellw@pbworld.com
David McGibbon	Parsons Brinckerhoff	mcgibbon@pbworld.com
Matt Fuller	FHWA	matt.fuller@dot.gov
Steve Schilke	IDOT	steven.schilke@illinois.gov
Katie Kukielka	IDOT	katie.kukielka@illinois.gov

Illiana Wetland Field Review - Illinois

Date: June 17, 2013

Time: 9:00 AM – 4:00 PM CDT

Location: Illiana Corridor B3 - Illinois

A field review of wetlands and waters of the United States (WOUS) in the vicinity of Illiana Corridor B3 was held to review potential consequences of the alignment(s) under study with the Resource Agency representatives. The attendees are shown in the list attached.

Prior to the field review, a briefing was held at the Local 150 Training Center, 19800 W. South Arsenal Road, Wilmington, IL. A table listing wetland sites of interest to the U.S. Army Corps of Engineers (USACE) and the U.S. Fish and Wildlife Service (USFWS) was distributed to the participants, along with maps highlighting wetlands and WOUS delineated by the Illinois Natural History Survey (INHS), the location of the alignment(s) under study, and parcel lines. Following opening remarks by S. Ott and S. Schilke, the group then proceeded with the field review.

The field review generally proceeded from west to east, beginning in the vicinity of the proposed I-55/IL129 interchange. A brief description of the wetlands viewed and comments provided follows:

Wetland #332 (marsh) – Unable to visit this site due to a fence. However, S. Hall said from the information he reviewed, they would consider it to be jurisdictional. S. Hall requested that INHS amend the wetland/WOUS delineation report to include all ponds (even those that could potentially be isolated). S. Hall stated that a jurisdictional determination was not anticipated for this project at this time. The USACE stated that it would be acceptable to delineate the pond boundaries by reviewing aerial photography for ponds located within the Environmental Survey Limits, but outside of the footprint.

Wetland #335 (Wet Meadow) – The USACE indicated that they would take jurisdiction on all wetlands within the project limits due to time constraints and IWPA mitigation requirements. If an open water area is to be impacted, more detail would be needed. The USACE indicated that they would take jurisdiction on isolated ponds with a habitat/ecological connection to a WOUS.

Wetland #374 (wet shrubland) – S. Hall indicated that the Consultant Team should consider pretreatment of stormwater runoff to minimize impacts to #374.

Wetland #364 (forested wetland) and 365 (wet shrubland) – The USACE may require mitigation for the entire wetland based on the proposed impacts. The wetland traversed both the farmed wetland portion and the forested/scrub portion.

Wetland #264 (forested wetland) – This site was investigated from the road but no comments were received and the group moved on to the next site.

Wetland #281 (forested wetland) – S. Hall requested that the Consultant Team consider moving the alignment further south to avoid impacting this wetland. The USACE expects the Draft Environmental Impact Statement to include a detailed description of impact avoidance and minimization measures

Illiana Corridor Tier Two Study

considered for this wetland site. He further indicated that the USACE may require mitigation for the entire wetland based on the proposed impacts.

Wetland #284 (marsh) – The USACE indicated that this is a long linear wetland and it may not be worth the cost to span the wetland. The USACE suggested looking at crossing this wetland at the narrowest point.

Kankakee River Crossing (east bank from Kankakee River Drive) – The group looked at the river bank at this location. J. Novak warned of the steepness of the slope and that access down to the river at this location was extremely difficult. The group was able to see through the vegetation down to the river and observed that there were no wetlands between the road and the river due to slopes present. S. Cirton did note that large oak trees will be removed at this location that are providing habitat along the river corridor. The Consultant Team noted it would be necessary to construct a bridge with piers in the Kankakee River as part of the project.

Unnamed Tributary to Forked Creek (wetland #121) – The USACE requested to see the area on the east side of Cedar Road based on an aerial review. The USACE agreed with the INHS delineation after a review of the area that the vegetated swale located east of Cedar Road was not wetland.

Wetland #135 (at Forked Creek confluence) – The Consultant Team noted that this site was located slightly east of the confluence with Forked Creek. Forked Creek is a Class B stream (IDNR diversity/integrity stream rating) within the project footprint. The state-listed slippershell mussel was collected by INHS at Forked Creek during sampling for this project.

At the conclusion of the field visit, it was agreed that a second day was not needed, and that meeting notes would be prepared and distributed to the participants. S. Cirton and S. Hall expressed interest in the design concepts being proposed at the stream crossings, including accommodations for wildlife passage and pros/cons of lane separation concepts (presented at previous coordination meetings). S. Cirton and S. Hall also requested a preview of the range of alternatives. M. Fuller noted that the Alternatives to be Carried Forward documentation will be distributed in the next several weeks, although he would prefer to retain the next Merger Team meeting date of July 12th for discussion purposes. A formal request for concurrence would likely follow sometime in early August.

The meeting concluded at approximately 4:10 PM.

Attendees:

Soren Hall, Mike Machalek – U.S. Army Corps of Engineers
Shawn Cirton, U.S. Fish and Wildlife Service
Matt Fuller, FHWA Illinois
Brian Wilm, Scott Wiesbrook – University of Illinois
Steve Hamer, Illinois Department of Natural Resources
Tom Brooks, Illinois Department of Transportation, Bureau of Design and Environment
Steve Schilke, Katie Kukielka, Illinois Department of Transportation
Jim Novak, Evan Markowitz – Huff & Huff
Pete Knysz – Christopher B. Burke Engineering, Ltd.
Lindsay Oliver – GSG Consultants, Inc.
Rick Powell, Rich Hoffman, Dave McGibbon, Steve Ott – PB

MEETING SIGN-IN SHEET

Date: June 20, 2013

Location: Hebron, Indiana

Purpose: Indiana Wetland Field Review

Name	Representing	Email Address
1. <u>Ken McMullen</u>	<u>INDOT</u>	<u>Kmcmullen@indot.in.gov</u>
2. <u>JIM NOVAK</u>	<u>HUFF+HUFF</u>	<u>jinovak@hoffnhuff.com</u>
3. <u>SANDRA BOWMAN</u>	<u>INDOT</u>	<u>sbowman@indot.in.gov</u>
4. <u>Steve Ott</u>	<u>Parsons Brinckerhoff</u>	<u>stt@pbworld.com</u>
5. <u>Matt Buffington</u>	<u>IN DNR</u>	<u>mbuffington@dnr.in.gov</u>
6. <u>Allie Praeuner</u>	<u>IDEM</u>	<u>apraeune@idem.in.gov</u>
7. <u>Jason Randolph</u>	<u>IDEM</u>	<u>jrandolph@idem.in.gov</u>
8. <u>ROBERT WOLFE</u>	<u>JFNEW</u>	<u>ROB.WOLFE@JFNEW.CARDNO.COM</u>
9. <u>Elizabeth McCloskey</u>	<u>USFWS</u>	<u>elizabeth-mccloskey@fws.gov</u>
10. <u>Paul Leffler</u>	<u>USACE</u>	<u>paul.m.leffler@usace.com</u>
11. <u>Melanie Haveman</u>	<u>US EPA</u>	<u>haveman.melanie@epa.gov</u>
12. <u>Cheryl Nash</u>	<u>AEcom/indot</u>	<u>Cheryl.nash@aecon.com</u>
13. <u>Pete Knysz</u>	<u>CBBEL</u>	<u>pknysz@cbbel.com</u>
14. <u>Thomas Mearns</u>	<u>CBBEL</u>	<u>tmearns@cbbel.com</u>
15. <u>David McGibbon</u>	<u>Parsons Brinckerhoff</u>	<u>mcgibbon@PBworld.com</u>
16. <u>Kelli McNamee</u>	<u>Parsons Brinckerhoff</u>	<u>mcnamee@pbworld.com</u>
17. <u>Norm West</u>	<u>US EPA</u>	<u>west.norman@epa.gov</u>
18. <u>Ed Leonard</u>	<u>Parsons Brinckerhoff</u>	<u>leonard@PBworld.com</u>
19. <u>Joyce Newland</u>	<u>FHWA</u>	<u>joyce.newland@dot.gov</u>
20. <u>Greg Quantucci</u>	<u>JFNEW</u>	<u>greg.quantucci@cardno.com</u>
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Illiana Wetland Field Review - Indiana

Date: June 20-21, 2013

Time: 9:00 AM – 4:00 PM CDT

Location: Illiana Corridor B3 - Indiana

A field review of wetlands and waters of the United States (WOUS) in the vicinity of Illiana Corridor B3 was held to review potential consequences of the alignment(s) under study with the Resource Agency representatives. The attendees are shown in the list attached.

Prior to the field review, a briefing was held at the Comfort Inn, 3550 East 181st Avenue, Hebron, Indiana. A table prepared by the Consultant Team listing wetland sites of potential interest to the U.S. Army Corps of Engineers (USACE), the U.S. Fish and Wildlife Service (USFWS), the U.S. Environmental Protection Agency (USEPA) and the Indiana Department of Environmental Management (IDEM) was distributed to the participants. Maps were also provided highlighting wetlands and WOUS delineated by Cardno JF New (Cardno) and Christopher B. Burke Engineering, Ltd. (CBBEL), the location of the alignment(s) under study, and parcel lines.

Opening remarks were provided by S. Ott and E. Leonard. P. Leffler stated his interest in seeing West Creek, and the large wetland in the vicinity of Cedar Creek. M. Buffington also expressed interest in West Creek. J. Randolph clarified that the purpose of the field review is to focus on general regulatory issues, rather than jurisdictional determinations. P. Leffler stated that it would save time during the Section 404 Clean Water Act permitting process if all wetlands were considered USACE jurisdictional. Areas of interest to IDEM included the I-65 interchange, high quality wetlands and high quality streams (if any). G. Quartucci commented that some additional field surveys are underway, and that investigations of appropriate wetland mitigation areas have also begun. P. Knysz stated that the Consultant Team will be completing aquatic resource “spot checks” this summer, as previously requested by the Resource Agencies. L. McCloskey stated that mitigation considerations for woodland areas have been recently identified for a proposed Enbridge pipeline with the mitigation ratios based on a ‘habitat equivalency analysis’ with ratios ranging from 2.3:1 to 5.4:1. The group then proceeded with the field review.

The 2.3:1 ratio is for upland forest habitats covered by the Migratory Bird Treaty Act. The 5.4:1 ratio covers required mitigation for impacts to the federally endangered Indiana bat. The Indiana bat was not discovered in Corridor B3 and L. McCloskey agreed in the field that only the 2.3:1 ratio would apply for this project as long as federally protected bats are not an issue. The Northern Myotis was noted as found in the corridor and could be listed by the USFWS this year according to L. McCloskey.

The field review generally proceeded from west to east, beginning in the vicinity of the proposed crossing of West Creek. A brief description of the areas viewed and comments provided follows:

Thursday, June 20, 2013

Wetland a-w05-pfo/West Creek – This was the first stop of the day. Sites were accessed from the south. Waters #4 (Unnamed Tributary to West Creek) and Waters #3 (West Creek) were observed

Illiana Corridor Tier Two Study

during this stop. Both West Creek and the unnamed tributary are channelized along this portion of the survey area.

Agencies made no specific comments on these small low quality forested and emergent wetlands. In general, no comments were made regarding the footprint crossing in the West Creek area.

Wetland a-w08-pem/pfo – Sites were accessed from the north. Waters #6 (Unnamed Tributary to West Creek) was also observed during this stop. The USACE recommended that a small forested wetland (at Parcel 9137) be added to the delineation. Cardno JFNew will revise the wetland delineation.

G. Quartucci stated that all wetlands within the project footprint would be considered impacted. The regulatory agencies recommended that if only a small fraction of a wetland were to remain outside the footprint, then the entire wetland should be considered impacted. If a wetland were to be bisected, the use of equalizer pipes should be considered.

Wetland a-w08-pem/pfo and Wetland a-w12/pem – No specific comments were made on these wetland areas. Agencies requested a closer look at small forested depression located east of Wetland a-w08.

Wetland a-w11-pem/Waters #9 – Sites were accessed from the north. Waters #9 (Unnamed Tributary to West Creek) was observed during the stop. In response to a question by J. Randolph, P. Knysz and T. McArdle stated that waters were delineated by identifying the Ordinary High Water Mark (OHWM) in the field. CBBEL also flagged the OHWM of several water crossings in the vicinity of the proposed project footprint at the request of PB. The OHWM was not flagged at all waters identified during the delineation field work. The Consultant Team then surveyed the OHWM flag location/elevation. P. Knysz stated that stream habitat assessments (i.e., QHEI or HHEI) were completed for USGS blue line streams. A QHEI/HHEI was not completed for streams not identified on USGS maps.

This wetland was investigated at several small culvert crossings along public roadways. No specific comments were made.

Wetland a-w13-pss/pem – This wetland was investigated at the roadside; no specific comments were made.

Wetland a-w25pfo/Waters #13 – Sites were accessed from the south. Waters #13 is a pond. The south tip of Waters #13 is located within the footprint and was considered impacted in the preliminary DEIS analysis (in order to maintain access from US 41 to 165th Avenue). J. Randolph recommended that prospective Special Waste sites be investigated in this general location.

Wetland a-w25/pfo and a-w36/Waters #13 – This wetland complex was investigated near the corner of 165th Avenue and Wicker Avenue. Areas of potential fill were noted.

Wetland a-w32/pem – The agency representatives commented that phragmites and reed canary grass were observed in this wetland.

Wetland a-w37-pem – No specific comments were noted at this roadside wetland.

Illiana Corridor Tier Two Study

Waters #20 and #22 – Waters #20 and #22 were viewed from Morse Street. Waters #20 is one of several on-line ponds that are tributary to Waters #22 (McConnell Ditch). McConnell Ditch flows southeast at this location. Based on preliminary engineering, it is anticipated that McConnell Ditch will be bridged. The USACE recommended that mitigation opportunities be considered in this vicinity of the project corridor. The USACE stated that partial mitigation credit could be available for enhancement projects.

Wetland a-w43-pfo/Waters #57 – Sites were accessed from the north. Wetland a-w43-pfo is a high quality wooded wetland with a C-value of 4.3 and an FQA of 20.3. This wetland is adjacent to Waters #57 (Unnamed Tributary to Stony Run). The tributary drains to the north away from the corridor.

Based on preliminary engineering, the Illiana/I-65 interchange ramp would impact woodland, wooded wetland (a-w43-pfo), and the unnamed tributary in the northeast quadrant of the proposed I-65 interchange. The agencies recommended that the Consultant Team consider relocating the interchange ramps to avoid/minimize impacts to these resources. The Consultant Team and FHWA noted that a design exception would be necessary if the interchange were located further south. There are wetlands, a ditch, and a pond located to the south, as well. The south wetland (a-w44-pfo) has an FQI around 8. P. Knysz said that data on the pond (Waters #58) could be provided to the agencies. If wetland/waters impacts are unavoidable to construct the proposed interchange ramps, the agencies stated that they would prefer that the lower quality wetland and pond to the south be impacted.

The agency representatives noted this area had high quality forested including upland and wetland portions. J. Randolph noted that high quality woodlands, such as this, are rare in his experience. Agency representatives requested an alternative with a shift of the intersection to the south avoiding this forested complex.

Waters #47 (Bryant Ditch) – Bryant Ditch was viewed from Mississippi Street. Bryant Ditch flows southeast at this location. P. Knysz stated that Bryant Ditch is mapped as intermittent upstream of Mississippi Street based on the USGS Map (i.e., it is a dashed blue line). Bryant Ditch is mapped as perennial (solid blue line) downstream.

Friday, June 21, 2013

Waters #22 – McConnell Ditch was accessed from Morse Street. It was noted that the ditch to the north and west consisted of a well-defined channel; the other mapped portion of McConnell Ditch did not consist of a well-defined channel and water was conveyed downstream through surface flow. It was noted that the associated wetlands appeared to be of moderate quality and the soils were thoroughly saturated and appeared unsuitable for construction activities. The discussion centered on the need to span this area of wetland and waterway.

Wetland b-w37-pss/pem/for – This entire wetland complex was thoroughly investigated. High quality wetlands were found at the eastern portion near the creek. No agency comments were made on the location of the footprint crossing.

Wetland b-w32-pem – No specific comments provided on this small wetland.

Illiana Corridor Tier Two Study

Waters #29/Waters #30 – The team walked down the tributary to Cedar Creek and noted a well-defined channel with steep slopes and eroded banks in some locations. It was noted that Waters #30, which is connected to Wetland b-w31-pem, may extend as open water further into the wetland community than depicted on the Wetland/Waters exhibit.

Wetland b-w31-pem/pfo – The entire wetland complex in the woods west of Holtz Road was investigated. The agencies noted the high quality mix of upland and wet forest. Alternatives to the north were requested that would move into the back yards of houses and the field areas avoiding the wooded areas and forest.

Wetland b-w27-pub/Waters #28 – Waters #28 consisted of a shallow open water pond surrounded by emergent wetland vegetation. The habitat quality was moderate and a number of snags were noted along the perimeter.

Wetland b-w26-pem/Waters #31 – Waters #31 consisted of a shallow open water pond containing an emergent wetland area along the western perimeter.

At the conclusion of the field visit, it was agreed that the consideration should be given to: 1) an alternative, more southerly location of the I-65 interchange to avoid the wetland and wooded area in the northeast quadrant, and 2) an alignment alternative which would avoid severing a large woodland area located just west of Holtz Road and west of Mount Street. Meeting notes will be prepared and distributed to the participants.

The field review concluded Friday at approximately 3:10 PM.

Attendees:

Paul Leffler – U.S. Army Corps of Engineers
Elizabeth McCloskey – U.S. Fish and Wildlife Service
Norm West, Melanie Haveman – U.S. Environmental Protection Agency
Joyce Newland – Federal Highway Administration Indiana
Jason Randolph, Allie Praeuner – Indiana Department of Environmental Management
Matt Buffington – Indiana Department of Natural Resources
Ken McMullen, Sandra Bowman – Indiana Department of Transportation
Greg Quartucci, Robert Wolfe – Cardno JF New
Pete Knysz (Thursday only), Tom McArdle – Christopher B. Burke Engineering, Ltd.
Jim Novak – Huff & Huff
Cheryl Nash – AECOM
Ed Leonard, Dave McGibbon – Parsons Brinckerhoff (Thursday briefing only)
Kelli McNamara, Steve Ott – Parsons Brinckerhoff

MEETING SIGN-IN SHEET

Date: July 17, 2013

Location: Wilmington, Illinois

Purpose: IL Stream/Wetland Field Review - USEPA

Name	Representing	Email Address
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4. <u>Lindsey Oliver</u>	<u>BGG</u>	<u>oliver@pbworld.com</u>
5. <u>Jim NOVAK</u>	<u>HUFF + HUFF</u>	<u>jnovak@huffnhuff.com</u>
6. <u>Pete Knysz</u>	<u>CBEL</u>	<u>pknysz@cbel.com</u>
7. <u>John Ott</u>	<u>Parsons Brinckerhoff</u>	<u>ott@pbworld.com</u>
8. <u>David McGibbon</u>	<u>Parsons Brinckerhoff</u>	<u>mcgibbon@PBworld.com</u>
9. <u>Yone Yu</u>	<u>US EPA</u>	<u>yu.yone@epa.gov</u>
10. <u>Michelle Allen</u>	<u>FHWA</u>	<u>michelle.allen@dot.gov</u>
11. <u>JOYCE NEWLAND</u>	<u>FHWA</u>	<u>joyce.newland@dot.gov</u>
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Illiana Stream Field Review - Illinois

Date: July 17, 2013

Time: 9:00 AM – 4:00 PM CDT

Location: Illiana Corridor B3 - Illinois

A field review of Illinois stream crossings in the vicinity of Illiana Corridor B3 was held with U.S. Environmental Protection Agency (USEPA) representatives. The attendees are shown in the list attached.

Prior to the field review, a briefing was held at the Local 150 Training Center, 19800 W. South Arsenal Road, Wilmington, IL. A table listing stream crossings of interest to USEPA was distributed to the participants, along with maps highlighting wetlands and WOUS delineated by the Illinois Natural History Survey (INHS), the location of the alignment(s) under study, and parcel lines. Following opening remarks by S. Ott and D. McGibbon, the group then proceeded with the field review.

The field review generally proceeded from west to east, beginning in the vicinity of the proposed interchange at Riley Road. A brief description of the streams viewed and comments provided follows:

Jordan Creek – Viewed at approximate location of footprint crossing. Meandering streamcourse with scattered vegetative cover, some pools and riffles; terraced banks.

West Branch Forked Creek – Viewed from South Arsenal Road. Channelized streamcourse with steep banks and only occasional vegetated cover. Evidence of peak flows and erosion from recent storm events.

Forked Creek – Viewed at approximate location of footprint crossing. Meandering stream 20 to 30 feet in width with 6 to 8-foot banks. Wooded buffer along the west bank, though evidence of fill was observed to the east (concrete rubble).

South Branch Forked Creek Tributary – Viewed from Wilmington Peotone Road. Narrow channel with scrub-shrub buffers.

South Branch Forked Creek – Viewed at the approximate location of footprint crossing. 8 to 10-feet in width with stable terraced floodplain. Grassy vegetation dominant with occasional, scattered shrubs.

Rock Creek – Viewed from Kennedy Road. Channelized watercourse with narrow grassy buffer.

South Branch Rock Creek – Viewed from Will Center Road. 10 to 12 feet in width, little vegetative cover, some riffles and algae blooms.

Pike Creek – Viewed at the approximate location of footprint crossing. Narrow, variable-width channel with occasional pools. Incised stream course with steep slopes; dominant woody vegetation along banks.

Illiana Corridor Tier Two Study

Trim Creek – Viewed at Dixie Highway and from west of the UPRR. Open channelized streamcourse with grassy banks and scattered shrubs.

The meeting concluded at approximately 3:55 PM.

Attendees:

Norm West, Yone Yu – U.S. Environmental Protection Agency
Joyce Newland, Michelle Allen – FHWA Indiana
Jim Novak, Evan Markowitz – Huff & Huff
Pete Knysz – Christopher B. Burke Engineering, Ltd.
Cheryl Nash – AECOM
Lindsay Oliver – GSG Consultants, Inc.
Dave McGibbon, Steve Ott – Parsons Brinckerhoff

Illiana Corridor Stream Sampling Locations - Illinois

Date: August 5, 2013

Time: 10:00 AM – 10:40 AM CDT

Location: Conference Call

A conference call was held with Bob Mosher, Illinois Protection Agency (IEPA), Water Quality Standards Unit, Division of Water Pollution Control to discuss stream sampling for the Illiana Corridor for purposes of 401 water quality certification. Pete Knysz, Christopher B. Burke Engineering, Ltd.; Linda Huff, Huff & Huff; and, Rick Powell and Steve Ott, Parsons Brinckerhoff, also participated.

S. Ott introduced the project, overall NEPA schedule and activities on-going in support of the Tier Two Draft Environmental Impact Statement (DEIS). P. Knysz summarized the stream sampling studies now underway by the Illinois Natural History Survey (INHS) and introduced the Stream Sampling Location Map (also referenced throughout the conversation) for purposes of clarifying which stream sampling locations should be identified for INHS.

The following items were discussed:

1. B. Mosher stated that Section 302.105, Subsection F (paragraph A) which requires physical, chemical and biological resources to be described will apply. This would not be applicable, however, to basins less than one square mile.
2. Where IEPA has characterized the stream as either “full support” or “non-support” for aquatic life, then no additional studies are necessary. This means that streams that are on the 303(d)/305b list do not require additional sampling. This would apply to Black Walnut Creek and South Branch Rock Creek in the Study Area. For those streams that have not been assessed further biological and chemical studies would be needed.
3. Isolated pools should be sampled; however, B. Mosher acknowledged that varying field conditions need to be taken into account in the field. If there is sufficient water in the pools, then fish, macroinvertebrates, and water quality parameters can be sampled.
4. IEPA’s primary focus is on Aquatic Life of the categories assessed, including fish and macroinvertebrates. B. Mosher would defer to INHS for the need to survey for mussels.
5. The tributary to Forked Creek (#19 on the Stream Sampling Location Map) should be sampled.
6. Stream crossings via bridge or culvert will not be differentiated in stream characterization, although the culverted crossings are of concern for mitigation. B. Mosher asked about the use of the Illinois Stream Mitigation Guidance. P. Knysz indicated that mitigation would be negotiated with the agencies during subsequent phases of the project.
7. In response to P. Knysz’s question about first order streams, B. Mosher clarified that these need to be sampled as applicants are not relieved of this responsibility under anti-degradation. It is possible to consider a different sampling method for these first order streams.
8. L. Huff questioned the validity of 2005 Storet data, although B. Mosher thought this would be acceptable.
9. He also clarified that typically a single sampling site is often considered representative of the stream course. The number of sampling sites, however, varies, by land use, cover,

Illiana Corridor Tier Two Study

and other relevant stream characteristics, and that professional judgment is appropriate for determining whether additional sites are needed, at isolated pools, for example.

10. The drainage area size requirement that triggers sampling has been established by IEPA as greater than 1 square mile north of Kankakee County and approximately 3 square miles south of Kankakee County. The condition is based upon a 7Q1.1 where the stream goes to non-flow in 9 or 10 years. If we have drainage areas just over 1 square mile, we can make a justification for not sampling and IEPA will consider it. The Illinois State Water Survey could calibrate a particular stream for us to determine the flow characteristics. It is possible to use up to 1.3 square miles as a cutoff for sampling with justification.

B. Mosher indicated that future coordination with IEPA should be continued with Scott Twait, Anti-Degradation section manager.

The call concluded at approximately 10:40 AM CDT.

Attendees:

Bob Mosher – Illinois Environmental Protection Agency
Linda Huff – Huff & Huff
Pete Knysz – Christopher B. Burke Engineering, Ltd.
Steve Ott – Parsons Brinckerhoff



ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

**NEPA/404 Merger
Team Briefing**
August 6, 2013

Tier Two





Presentation Agenda

- Recap of Recent Meetings
- Alternatives to be Carried Forward
- INVEST and Sustainability
- Next Steps
- Open Discussion

Tier Two






Recap of Recent Meetings

Tier Two





CPG Meeting #3

- May 30, 2013
- 49 Attendees
- Provided summaries of CPG/TTF Meeting #2 and TTF Land Use Workshop #2
- Discussed Alternatives to be Carried Forward
- Discussed Road Connectivity Analysis
- Provided Updated Interchange Locations
- Presented Sustainable Design BMP's



Public Meeting #2



- June 17 and 18, 2013
- Over 500 total attendees
- Reviewed Tier Two study process and status
- Presented mainline and interchange design alternatives
- Presented road connectivity/closure status
- Presented preliminary mitigation opportunity areas



5

Environmental Field Reviews



- IL June 17, 2013
- IN June 20-21, 2013
- Supplemental Review July 17, 2013
- Examined wetlands, streams, and forests near Corridor B3
- These field reviews were instrumental in creating several new alternatives, 4 of which are recommended to be carried forward
 - Footprint Alternatives 3B and 3F from I-55 to UP RR
 - Footprint Alternative 10B Mount St. to Holtz Rd.
 - Footprint Alternative 12C at I-65 Interchange



6

Section 106 Reviews



- IN July 31, 2013
- IL August 1, 2013
- Provided overview of Tiered process
- Discussed resources surveyed in APE
- Discussed resources listed or determined eligible for National Register, Adverse Effect determination
 - 1 listed, 1 eligible in IN
 - 3 listed, 7 eligible in IL



Field Study Update



- Wetland Delineations
- T&E Species Surveys
- Historic/Archaeological
- Other





Alternatives to be Carried Forward

Tier Two





Tolling and Non-Tolling

Tier Two

Single Tolled Scenario is recommended for impact and travel performance analysis

- The DEIS will evaluate the travel performance and impacts based on a single tolled traffic retention analysis.
- Sensitivity analysis will be performed on the effects of tolling rates on traffic volumes.



B3 Environmental Footprint

- The Tier One Working Alignment is NOT an alternative. It was a representative alignment with an assumed 400 foot width and conceptual interchange layouts, not including details as indicated in Tier Two below. It is included in Tier Two for baseline comparison purposes.
- The Tier One Working Alignment was also tested with a 600 foot width to evaluate impacts and to determine if the corridor selection was still valid (in the Tier One EIS).
- The Tier Two alternatives include accommodation for BMP's, side roads, frontage roads, and detailed interchange design, which can increase the area over the comparable Tier One footprint.



B3 Environmental Footprint

Tier One Working Alignment

- Best Available GIS Data for avoidance and impact evaluation
- Standardized 400' Wide corridor with conceptual interchange Layouts
- Cross roads and frontage roads not included in footprints
- A "starting place" for Tier Two alternative design

Tier Two Footprint Alternatives

- Utilize Environmental Field Survey for avoidance and impact evaluation
- Includes Design Footprints for Interchanges, cross roads and frontage roads
- Includes Design Footprints for Mainline
- Includes application of detention/treatment opportunity areas
- Includes access roads and service drives to land locked parcels

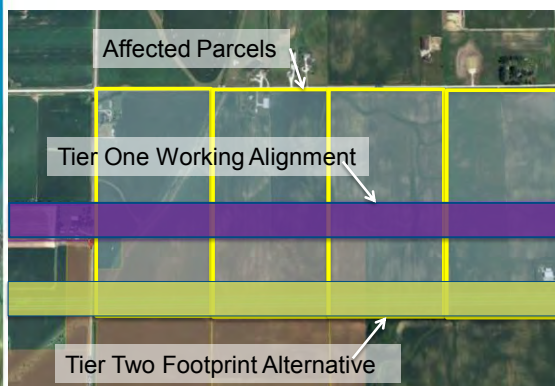


Tier Two Alternatives Example

Tier Two



Concept Revisions Reduce Farm Severances



- A 300 acre reduction in severances was possible by shifting the alignment 800' south for ten 80 acre parcels
- Over 25 large parcels have significant reductions in severance due to alignment adjustments

1.3



Project Sections

Tier Two

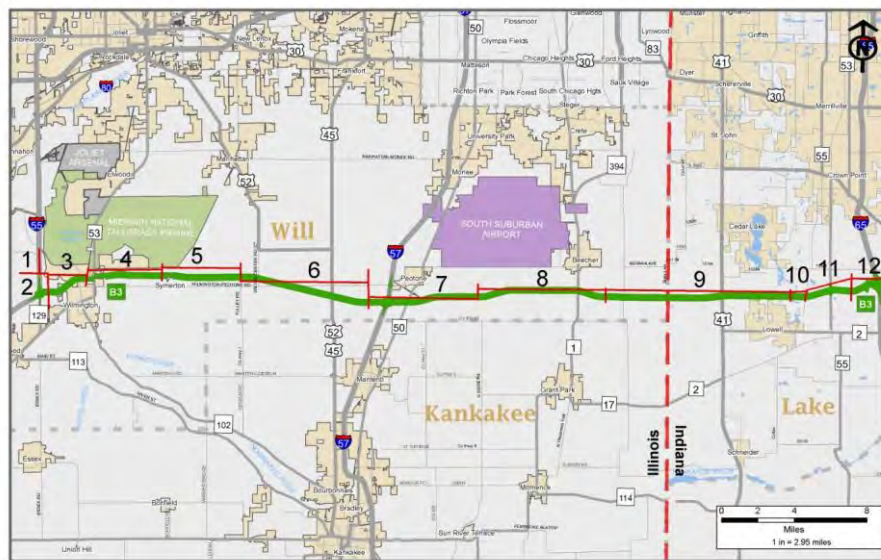


- Project is divided into 12 unique sections to evaluate alternatives and their impacts
- Alternative interchange types proposed at I-55, IL-53 and I-65
- Mainline “footprint” alternatives in Sections 3, 6, 8, 9, 10 and 12
- Other sections have a single recommended mainline footprint alternative*
 - *Section 4 has alternative interchange locations and types on same alignment.

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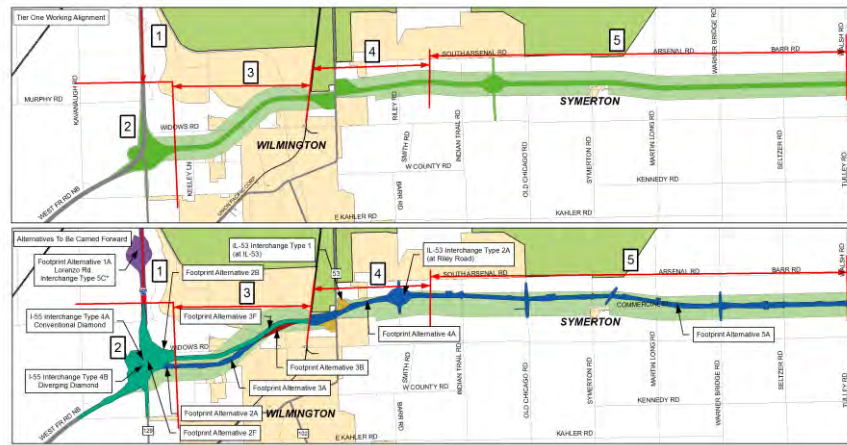
Project Sections



Project Sections

- Impacts for all alternatives are compared in each section
- Comparison between Tier One Working Alignment and Tier Two Alternatives
 - Tier One based on GIS Screening
 - Tier Two based on Field Evaluation
 - Differences in Tier Two – more detailed design, addition of cross roads and frontage roads, drainage considerations
 - Project footprint increased up to 15%, but impact avoidance design results in decreases in many impact categories

Tier One / Two Comparison



Section 1 - Lorenzo Road Interchange ("from I-55 Wilmington Study")
 Section 2 - I-55 Interchange
 Section 3 - I-55 to Union Pacific Railroad
 Section 4 - Union Pacific Railroad to Riley/Indian Trail Road
 Section 5 - Riley/Indian Trail Road to Walsh Rd.

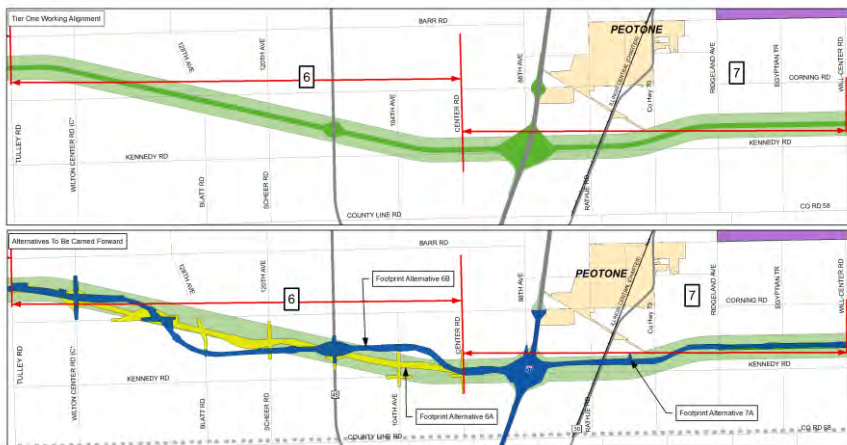
Alternatives to be Carried Forward

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Tier One / Two Comparison



Section 6 - Wilton Center Road/Co Hwy 43 to Center Road
 Section 7 - Center Road to Will Center Road

Alternatives to be Carried Forward

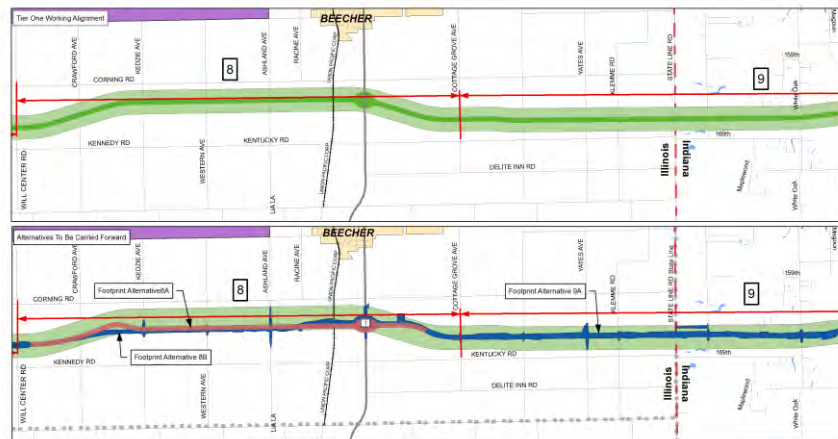
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Tier One / Two Comparison

Tier Two



Section 8 – Will Center Road to Cottage Grove Avenue
Section 9 – Cottage Grove Avenue to Mount Street

Alternatives to be Carried Forward

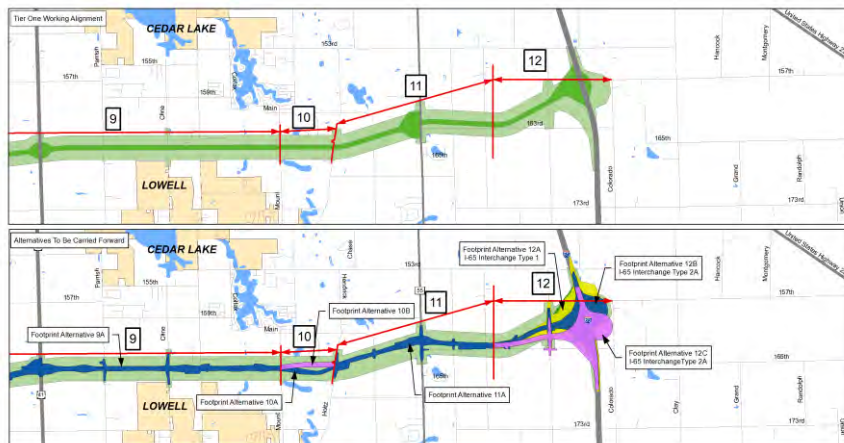
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Tier One / Two Comparison

Tier Two



Section 9 – Cottage Grove Avenue to Mount Street
Section 10 – Mount Street to Holtz Road
Section 11 – Holtz Road to Broadway Street
Section 12 – Broadway Street to I-65

Alternatives to be Carried Forward

Date: 7/29/2013

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Impact Comparison Highlights

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Tier Two

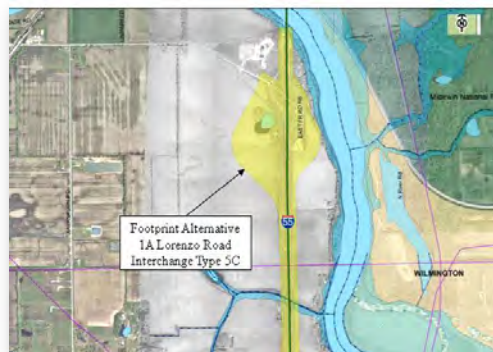
Resource	Tier One Working Alignment	Tier Two Footprint Alternatives
Total Area	3,618 ac	3,630 – 4,158 ac (>0% to 15% increase over Tier One)
Wetlands	86.5 ac	73.4 – 82.7 ac
Floodplains	296.5 ac	329.9 – 352.1 ac
Streams	10.3 mi	12.2 – 14.7 mi
Impaired Streams	4.3 mi	3.3 – 4.8 mi
Water Bodies	15.6 ac	10.9 – 12.0 ac
Forest	162.0 ac	143.4 – 171.0 ac
Farmland	2,572 ac	2,575 – 2,893 ac
Displacements (total)	147 each	114 – 144 each

Section 1

Lorenzo Rd. Interchange

Tier Two

- I-55/Lorenzo Road interchange added to project (from I-55 Wilmington EA study)
- One recommended interchange type alternative 5C and footprint alternative 1A (preferred alternative from I-55 Wilmington Study)



Section 1 Impacts

DRAFT

Tier Two

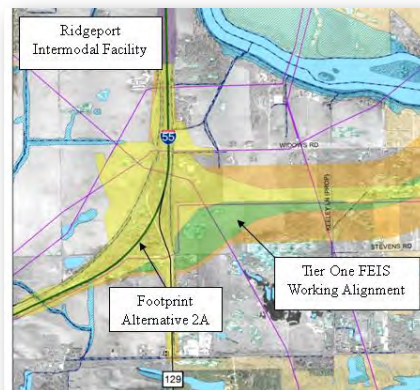
Evaluation Criteria	Impacts	
	Tier One Working Alignment	Footprint Alternative 1A
Footprint Size (acres)	N/A	155.4
Total Wetland Impacts (acres)	N/A	4.9
Total Stream Impacts (miles)	N/A	0.2
Total Floodplain Impacts (acres)	N/A	2.6
Water Bodies (acres)	N/A	2.3
Forest (acres - USDA)	N/A	1.2
Intermodals (acres)	N/A	48.4
Farmland (acres)	N/A	46.0
Residential Displacements (each)	N/A	6
Agricultural Building Displacements (each)	N/A	0

23



Section 2 I-55 Interchange

- Two interchange type alternatives recommended – Type 4A conventional diamond and Type 4B diverging diamond
- One recommended footprint alternative – 2A



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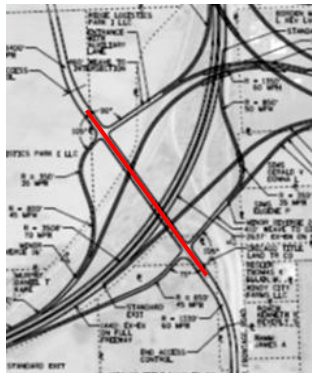
I-55 System Interchange

Tier Two

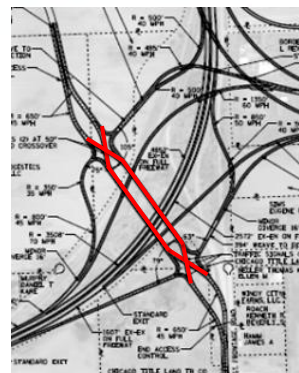


Section 2

Tier Two



Interchange Type Alternative 4A
Conventional Diamond



Interchange Type Alternative 4B
Diverging Diamond

26

Section 2 Impacts

DRAFT

Tier Two

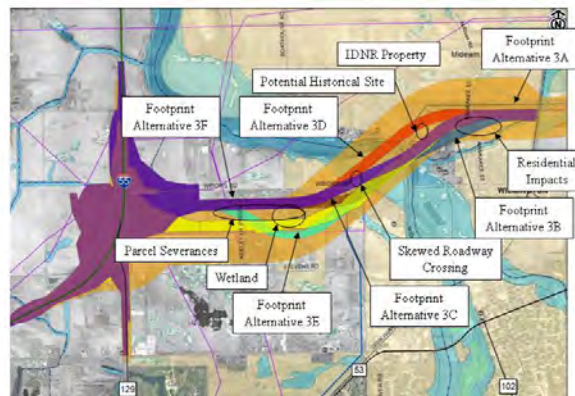
Evaluation Criteria	Impacts	
	Tier One Working Alignment	Footprint Alternative 2A
Footprint Size (acres)	223.3	248.6
Total Wetland Impacts (acres)	15.6	11.0
Total Stream Impacts (miles)	2.5	4.3
Total Floodplain Impacts (acres)	0.2	2.2
Water Bodies (acres)	0.0	0.0
Forest (acres - USDA)	3.7	3.3
Intermodals (acres)	3.8	32.6
Farmland (acres)	77.3	88.2
Residential Displacements (each)	3	2
Agricultural Building Displacements (each)	11	12

27



Section 3 I-55 to Union Pacific RR

- Three footprint alternatives **3A**, **3B**, and **3F** recommended (6 studied)
- Wetland, Section 4f and Section 106 avoidance



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Section 3 I-55 to Union Pacific RR

Tier Two

- 3A the Tier Two June 2013 footprint
 - Impacts wetlands and city-owned Bobcat Field; avoids IDNR 4(f) property (Des Plaines FWCA), residential properties
- 3B shifts to the north
 - Avoids wetlands, Bobcat Field, IDNR; impacts residential properties
- 3C variation on 3B
 - Avoids wetlands, IDNR, residential properties; impacts Bobcat Field
- 3D shifts to the east
 - Avoids wetlands, Bobcat Field, residential properties; impacts IDNR
- 3E shifts to the south
 - Avoids wetlands, IDNR; impacts Bobcat Field, residential properties; multiple design exceptions including reduced design speed
- 3F a hybrid of 3B on the west and 3A on the east
 - Avoids wetlands, Bobcat Field, IDNR, residential properties

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Section 3 Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts						
	T1 WA	3A	3B	3C	3D	3E	3F
Footprint Size (acres)	115.1	105.1	94.3	96.1	95.0	97.0	94.9
Total Wetland Impacts (acres)	8.1	10.9	2.7	3.2	1.9	3.1	0.0
Botanically Significant Area (acres)	7.6	7.6	9.0	9.2	8.8	9.2	9.2
Total Floodplain Impacts (acres)	19.8	21.9	21.3	18.5	18.4	18.7	19.9
Total Nature Areas Impacts (acres) (IDNR 4(f) at DPFWCA)	2.2	0.0	0.0	0.0	3.2	0.0	0.0
Forest (acres – USDA)	20.0	21.7	22.8	21.3	19.3	16.7	22.2
Farmland (acres)	43.6	29.0	24.9	24.9	32.9	26.9	28.3
Residential Displacements (each)	2	8	10	10	5	7	8
Commercial Building Displacements (each)	0	3	0	3	0	2	0

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Section 4 Union Pacific RR to Old Chicago Road

Tier Two

- One recommended footprint alternative 4A
- Six interchange alternatives carried forward
 - One at IL-53
 - Three at or near Riley Road (“compromise” locations to move access off of IL-53)
 - One at Old Chicago Road (“compromise” location to provide access w/further minimization of IL-53 impacts)
 - A “No Access” alternative

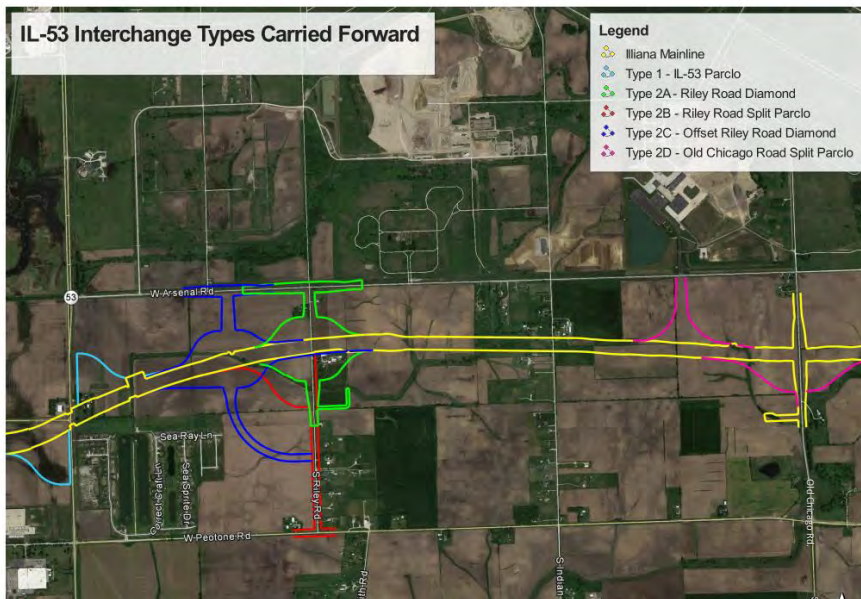


3.1

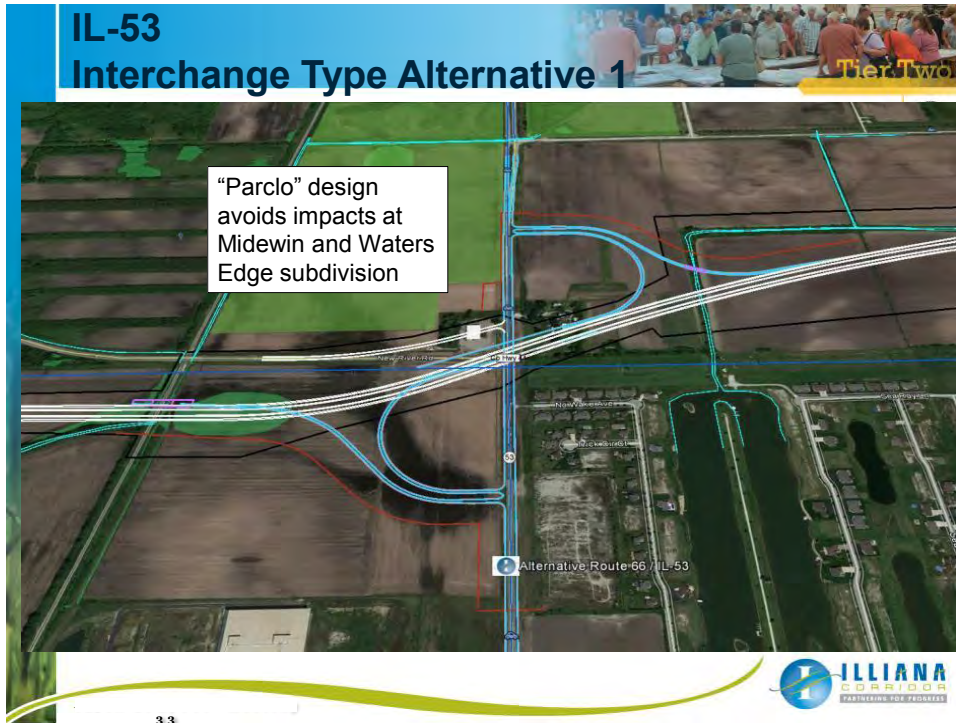
Section 4 Union Pacific RR to Old Chicago Road

Tier Two

IL-53 Interchange Types Carried Forward

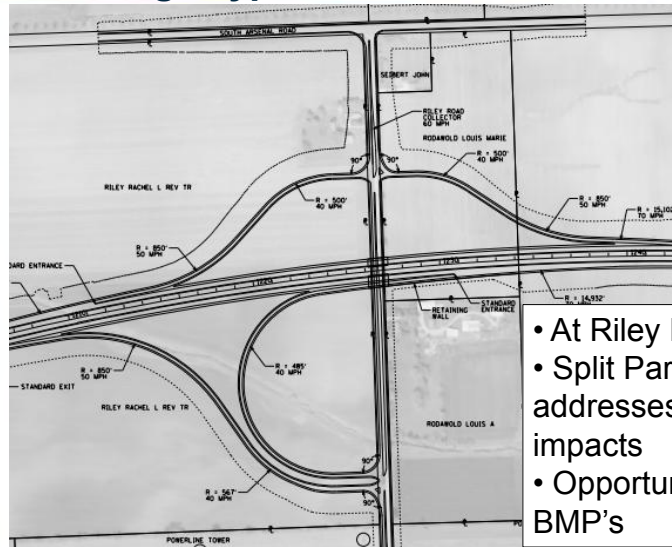


3.2



IL-53 "Offset" Interchange Type Alternative 2B

Tier Two



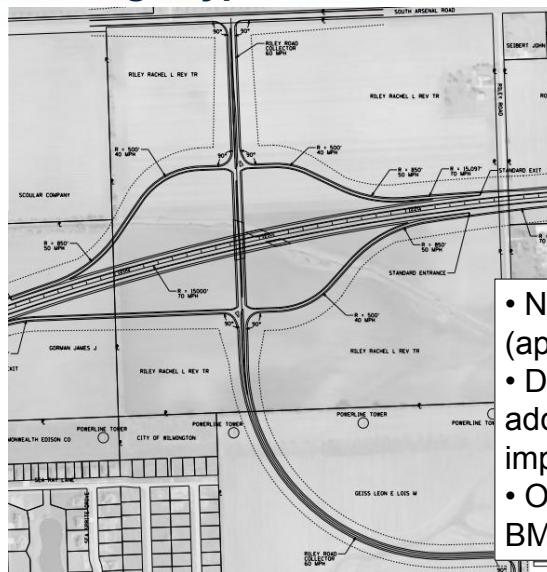
- At Riley Road
- Split Parallel design addresses property impacts
- Opportunities for BMP's



3.5

IL-53 "Offset" Interchange Type Alternative 2C

Tier Two




- Near Riley Road (approx. 1,800 ft. west)
- Diamond design addresses property impacts
- Opportunities for BMP's



3.6

IL-53 “Offset” Interchange Type Alternative 2D

Midwin at NE cor.



- At Old Chicago Road
- Split Parclo design channels traffic away from Midwin

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ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

IL-53 Interchange Type Alternative 3

- No access option
- Illiana crosses over IL-53
- Establishes a baseline of minimum impacts to IL-53

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ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

IL-53 Traffic Analysis



- IL-53 N (S. Arsenal to Hoff) – “No Action”
 - 2.4 times the traffic of today by 2040 (21,700 vpd of which 3,600 are trucks)
- No access at IL 53 (*Interchange Type Alt. 3*)
 - Very little change on IL-53 N v. No Action
 - Illiana traffic 47% lower (vs. access at IL-53)
 - Least arterial VMT, overall VHT reduction
 - Adding Wilton Center reduces IL-53 N traffic
 - Illiana traffic goes up slightly w. of Wilton Center
 - VMT, VHT reduction improves over No Access

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IL-53 Traffic Analysis



- Interchange at IL 53 (*Interchange Type Alt. 1*)
 - Highest volume on Illiana
 - Highest volume on IL-53
 - Highest arterial VMT, overall VHT reduction
- Other interim interchange locations represent a “**Compromise**” between traffic attraction on Illiana and traffic reduction on IL-53 N
- As interchange moves east
 - Volumes on Illiana decrease
 - Volumes on IL-53 N decrease
 - VMT, VHT reductions decrease

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IL-53 Traffic Analysis



- Riley Road (*Interchange Type Alts. 2A, 2B, 2C*)
 - Compromise location avoiding Historic Alt US 66
 - 9% decrease on IL-53 N vs. IL-53 interchange
 - 21% traffic decrease on Illiana vs. IL-53 interchange
- Old Chicago Road (*Interchange Type Alt. 2D*)
 - Compromise location within 3 miles of IL-53
 - 15% traffic decrease on IL-53 N vs. IL-53 interchange
 - 36% traffic decrease on Illiana vs. IL-53 interchange



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IL-53 Traffic Analysis



- Indian Trail (stakeholder suggestion)
 - Performance between Old Chicago and Riley for Illiana attraction, IL-53 N traffic reduction, and Arterial VMT reduction
 - Highest building impacts (17), so not recommended
- Adding a Wilton Center interchange
 - Causes *further reductions* on IL-53 N traffic as some traffic diverts to Wilton Center to access Illiana
 - IL 53 + Wilton Center access = **24,100** vs. 25,200 vpd
 - Riley + Wilton Center, Old Chicago + Wilton Center access similar reduction



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IL-53 Overall Traffic Analysis

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Tier Two

	2040 No Action	Alt. 1 Access at IL-53	Alt 2A-B-C Access at or near Riley	Alt. 2D Access at Old Chicago	Alt. 3 No Access
Volume/day on Illiana w. of Interchange	--	28,500	22,600	18,300	15,100
Volume/day on IL-53 between S. Arsenal and Hoff*	21,700	25,200	22,900	21,500	21,000
Reduction vs. No Action Arterial VMT/day	--	- 532k	- 508k	- 497k	- 450k
Reduction vs. No Action Total VHT/day	--	- 9,350	- 8,399	- 8,058	- 7,321

* Addition of Wilton Center Interchange reduces these #'s by approx. 1,000 for interchange Alts. 1 thru 2D and 800 for Alt. 3



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IL-53 Truck Traffic Analysis

DRAFT

Tier Two

	2040 No Action	Alt. 1 Access at IL-53	Alt 2A-B-C Access at or near Riley	Alt. 2D Access at Old Chicago	Alt. 3 No Access
Trucks/day on IL-53 between S. Arsenal and Hoff*	3,600	4,500	4,200	4,000	3,000
Reduction vs. No Action Arterial Truck VMT/day	--	- 156k	-149k	- 145k	- 132k
Reduction vs. No Action Total Truck VHT/day	--	-2,401	-2,288	-2,279	-2,081

* Addition of Wilton Center Interchange reduces these #'s by approx. 500 for interchange Alts. 1 thru 2D and 300 for Alt. 3



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Section 4 Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts	
	Tier One Working Alignment	Footprint Alternative 4A
Footprint Size (acres)	271.6	278.1
Total Wetland Impacts (acres)	4.8	5.7
Total Stream Impacts (miles)	1.0	2.2
Total Floodplain Impacts (acres)	63.3	61.8
Water Bodies (acres)	0.0	0.0
Forest (acres - USDA)	2.4	2.2
Farmland (acres)	218.8	210.1
Residential Displacements (each)	2	2
Agricultural Building Displacements (each)	9	13

4.5



Section 4 Interchange Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts					
	Ty 1 IL-53	Ty 2A Riley	Ty 2B Riley	Ty 2C W Riley	Ty 2D Old Chicago	Ty 3 No Access
Footprint Size (acres)	48.0	36.4	41.1	28.3	46.0	0.0
Total Wetland Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0
Total Stream Impacts (miles)	0.0	0.1	0.7	0.3	0.2	0.0
Total Floodplain Impacts (acres)	9.6	1.7	13.2	25.0	4.1	0.0
Farmland (acres)	43.4	30.3	36.1	28.2	40.6	0.0
Residential Displacements (each)	1	1	0	0	0	0
Agricultural Building Impacts (each)	4	7	0	0	0	0
Increase in Predicted Yearly Crashes above No Action	3.0	1.7	2.2	1.6	2.3	N/A

Includes only the additional interchange area – no mainline or cross road

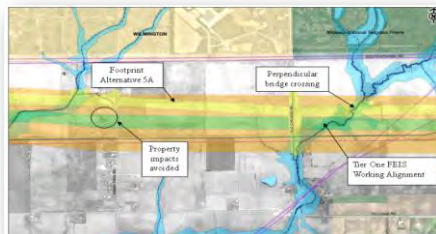
4.6



Section 5 Old Chicago Road to Walsh Road

Tier Two

- One recommended footprint alternative 5A



Alignment at Jordan Creek



Alignment near Symerton

- A Tier One based alternative was not developed because increased wetland impacts, undesirable stream crossing angles, and other impacts would result if fully developed w/cross roads, BMP areas, and other features.



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Section 5 Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts	
	Tier One Working Alignment	Footprint Alternative 5A
Footprint Size (acres)	210.0	227.2
Total Wetland Impacts (acres)	1.9	0.6
Total Stream Impacts (miles)	0.2	0.3
Total Floodplain Impacts (acres)	34.0	51.0
Park Impacts (acres) (Waubensee Trail)	0.9	2.6
Forest (acres - USDA)	0.0	0.0
Farmland (acres)	199.3	213.9
Residential Displacements (each)	0	0
Agricultural Building Displacements (each)	1	0

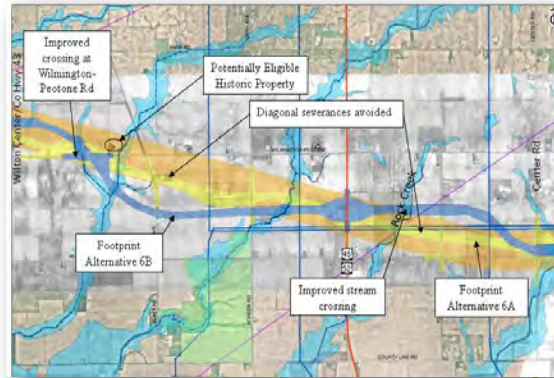


48

Section 6 Walsh Rd. to Center Rd.

Tier Two

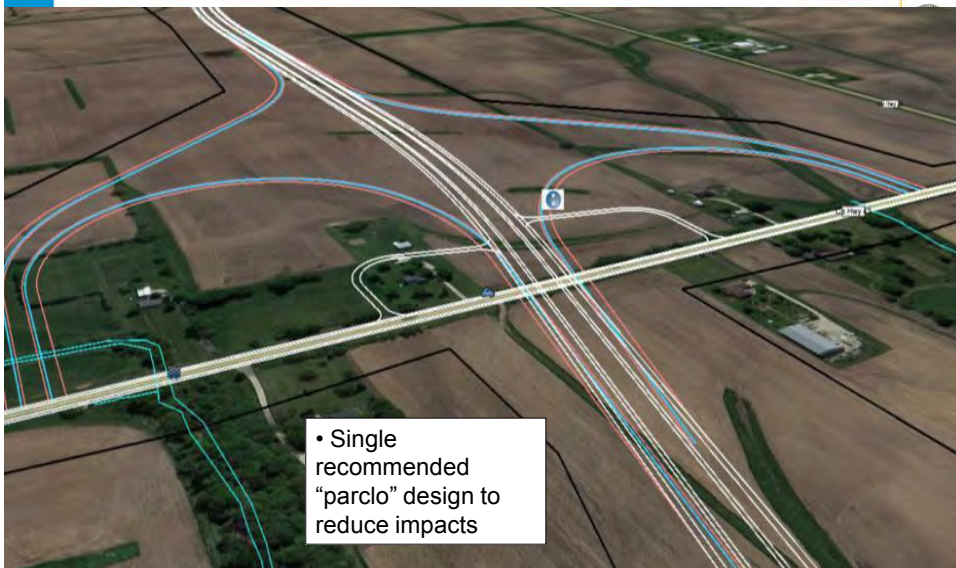
- Two recommended footprint alternatives 6A and 6B
- 6A least impacting alternative within Corridor B3
- 6B goes outside Corridor B3 to further reduce parcel severances



49

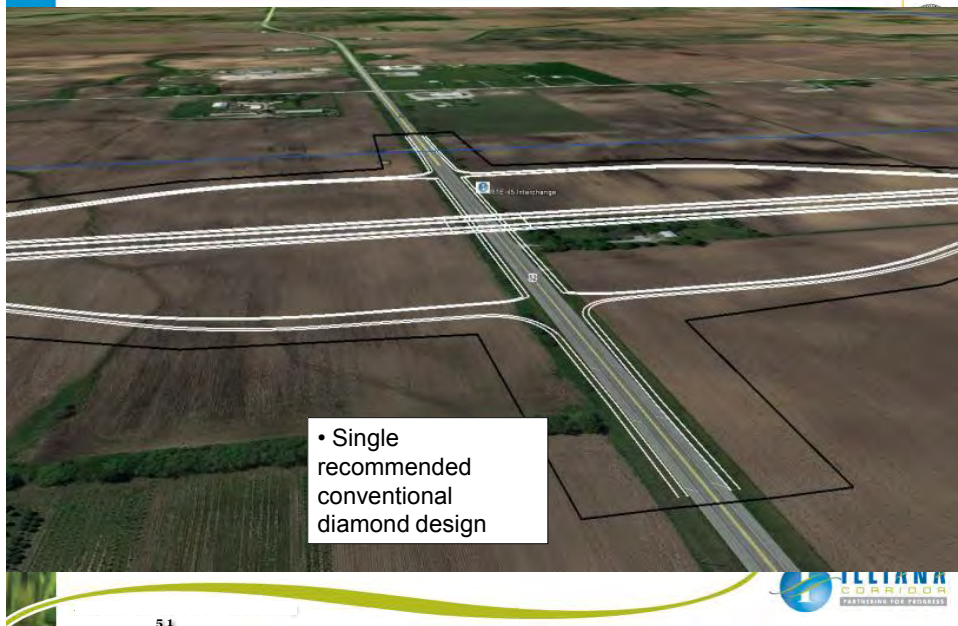
Wilton Center Road Interchange

Tier Two



50

US 45/52 Interchange



Section 6 Impacts

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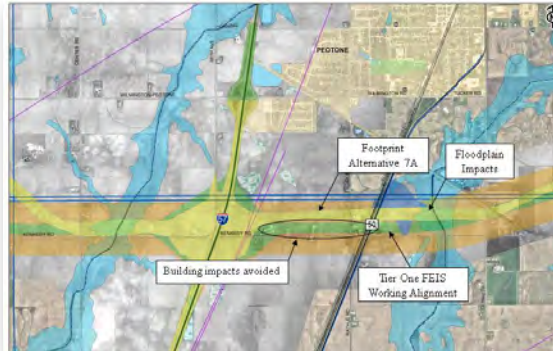
Evaluation Criteria	Impacts		
	Tier One Working Alignment	Footprint Alternative 6A	Footprint Alternative 6B
Footprint Size (acres)	374.0	676.7	518.2
Total Wetland Impacts (acres)	0.3	0.8	4.4
Total Floodplain Impacts (acres)	34.0	63.3	67.5
Total Stream Impacts (miles)	0.5	1.0	0.8
Water Bodies (acres)	0.0	0.0	0.0
Farmland (acres)	329.5	543.3	446.6
Residential Displacements (each)	6	8	4
Agricultural Building Displacements (each)	9	11	0



Section 7 Center Rd. to Will Center Rd.

Tier Two

- One recommended footprint alternative
- One recommended interchange type at I-57 and IL-50



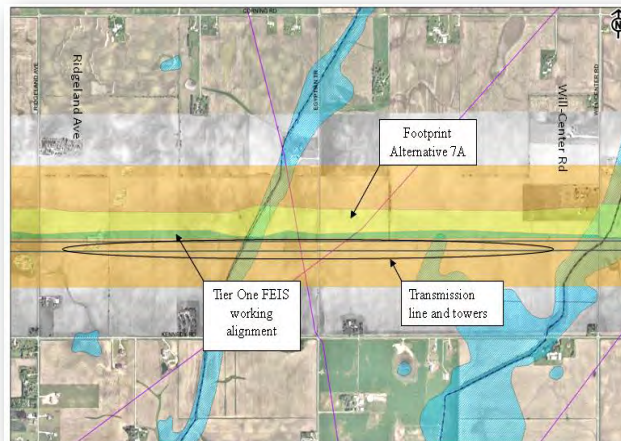
- Avoids township building, reduces building and floodplain impacts

53



Section 7 Center Rd. to Will Center Rd.

Tier Two



- Reduces impacts from moving large electric power lines

54



I-57 System Interchange

Tier Two



- Single recommended interchange type; avoids wetlands and homesteads, and avoids need for reconfiguration of Peotone I-57 interchange

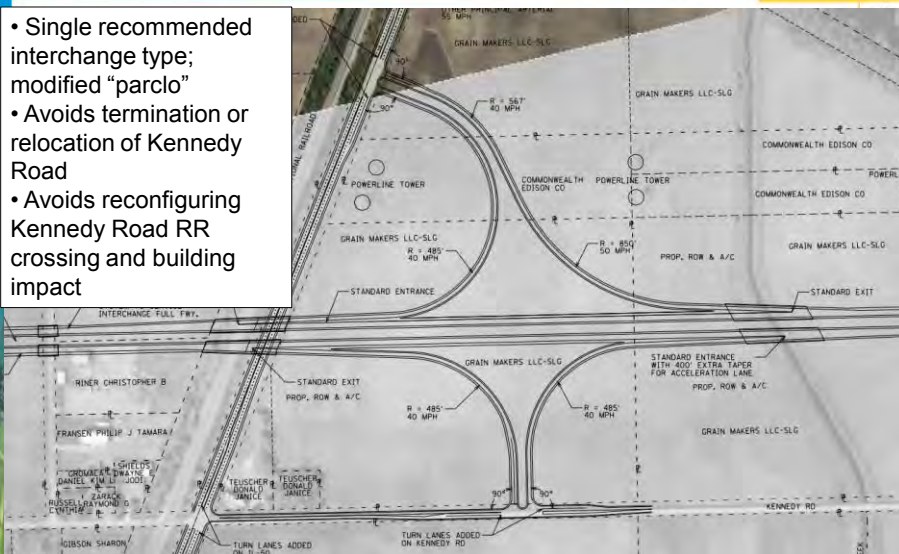
55



IL-50 Interchange

Tier Two

- Single recommended interchange type; modified "parclo"
- Avoids termination or relocation of Kennedy Road
- Avoids reconfiguring Kennedy Road RR crossing and building impact



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Section 7 Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts	
	Tier One Working Alignment	Footprint Alternative 7A
Area (Acres)	580.6	532.0
Total Wetland Impacts (acres)	6.6	4.3
Total Floodplain Impacts (acres)	34.4	49.1
Total Stream Impacts (miles)	0.3	0.5
Water Bodies (acres)	0.0	0.1
Forest (acres – USDA)	0.1	0.0
Farmland (acres)	420.0	393.4
Residential Displacements (each)	5.0	0.0
Commercial Building Displacements (each)	4.0	2.0
Agricultural Building Displacements (each)	18.0	2.0

57

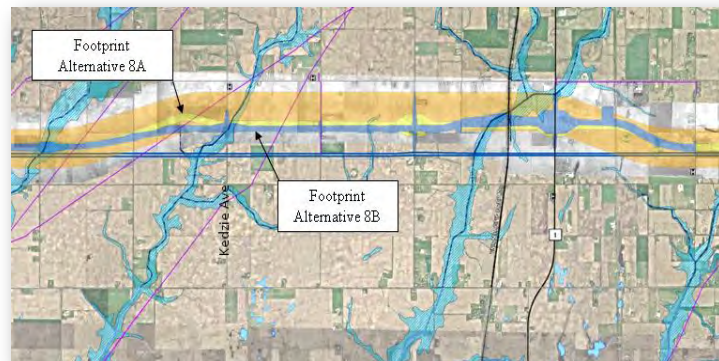


Section 8

Will Center Rd. to Cottage Grove Ave.

Tier Two

- Two recommended footprint alternatives 8A and 8B
- Revised from Tier One to reduce impacts
- 8B is a further revision of 8A
- One recommended interchange alternative at IL-1



58



IL-1 Interchange



Section 8 Impacts

Evaluation Criteria	Impacts		
	Tier One Working Alignment	Footprint Alternative 8A	Footprint Alternative 8B
Area (Acres)	376.8	334.5	399.5
Total Wetland Impacts (acres)	5.7	0.1	0.1
Total Floodplain Impacts (acres)	43.0	16.1	42.0
Total Stream Impacts (miles)	0.4	0.5	0.7
Forest Area Impacts (acres – USDA)	1.9	0.0	0.2
Farmland Impacts (acres)	341.8	311.4	355.0
Residential Displacements (each)	1	1	2
Agricultural Building Impacts (each)	7	0	0

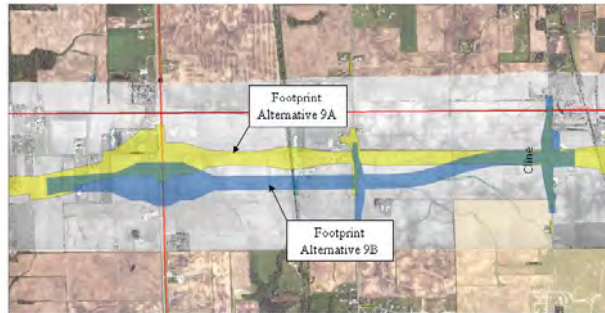
60

Section 9

Cottage Grove Ave. to Mount St.

Tier Two

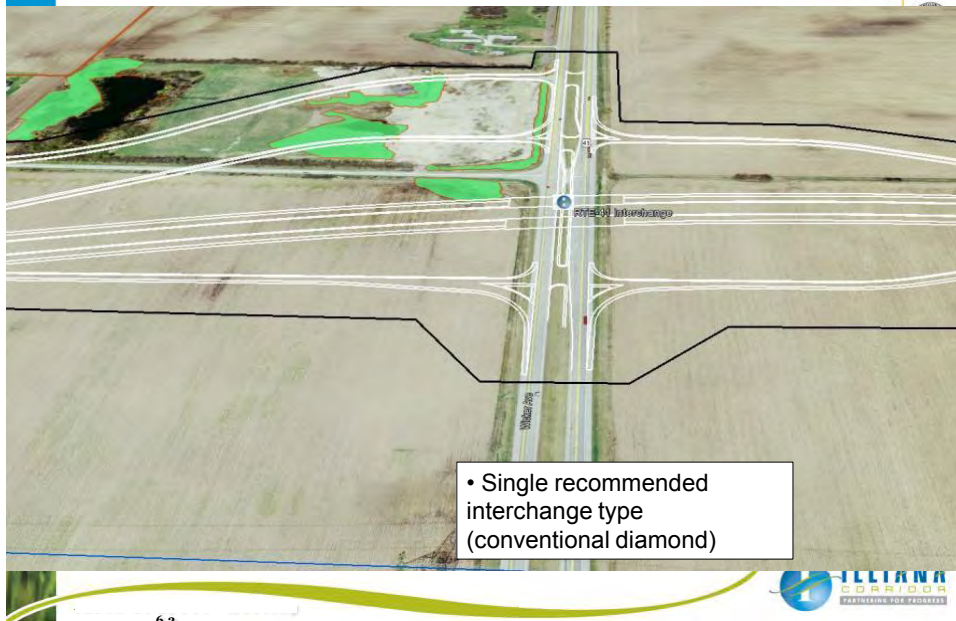
- Two recommended footprint alternatives 9A and 9B
 - 9A is based on Tier 1 with modifications
 - 9B is based on avoiding wetland impacts but incurs additional impacts at utilities
- One recommended interchange alternative at US 41



6.1

US 41 Interchange

Tier Two



6.2

Section 9 Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts		
	Tier One Working Alignment	Footprint Alternative 9A	Footprint Alternative 9B
Footprint Size (acres)	522.8	669.5	Under Dev
Total Wetland Impacts (acres)	19.9	27.8	Under Dev
Total Stream Impacts (miles)	1.3	1.7	Under Dev
Total Floodplain Impacts (acres)	32.1	41.3	Under Dev
Water Bodies (acres)	1.1	1.7	Under Dev
Forest (acres - USDA)	45.0	59.2	Under Dev
Farmland (acres)	371.5	453.4	Under Dev
Residential Displacements (each)	8	13	Under Dev
Agricultural Building Displacements (each)	7	8	Under Dev

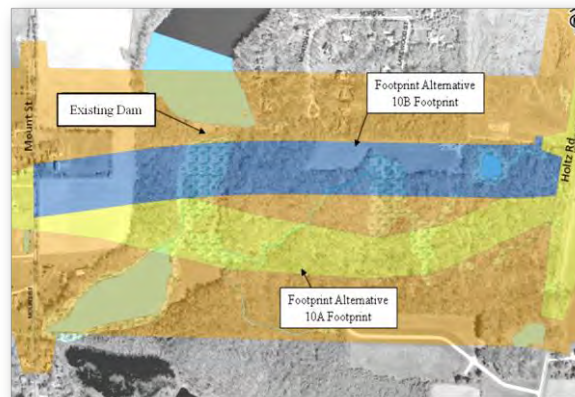
6.3



Section 10 Mount St. to Holtz Rd.

Tier Two

- Two recommended footprint alternatives 10A and 10B
- 10A reduces wetland impacts; 10B reduces forest impacts



6.4



Section 10 Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts		
	Tier One Working Alignment	Footprint Alternative 10A	Footprint Alternative 10B
Area (Acres)	40.3	40.5	40.6
Total Wetland Impacts (acres)	6.3	6.2	7.1
Total Stream Impacts (miles)	0.2	0.3	0.1
Water Bodies (acres)	0.2	0.9	0.7
Forest (acres – USDA)	28.9	31.0	21.2
Farmland (acres)	7.0	9.3	8.0
Agricultural Buildings (each)	0	0	1

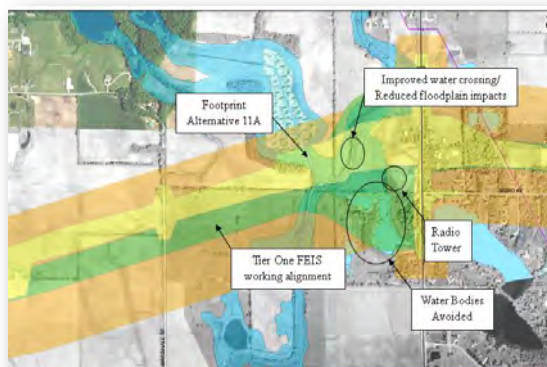
6.5



Section 11 Holtz Rd. to Broadway St.

Tier Two

- One recommended footprint alternative
- One recommended interchange type at SR-55



6.6



Section 11 Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts	
	Tier One Working Alignment	Footprint Alternative 11A
Footprint Size (acres)	180.7	180.8
Total Wetland Impacts (acres)	4.4	1.9
Total Stream Impacts (miles)	0.9	0.5
Total Floodplain Impacts (acres)	33.1	17.0
Water Bodies (acres)	6.0	0.6
Forest (acres - USDA)	9.2	9.5
Farmland (acres)	111.3	118.2
Residential Displacements (each)	5	6
Agricultural Building Displacements (each)	5	3

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SR-55 Interchange

Tier Two



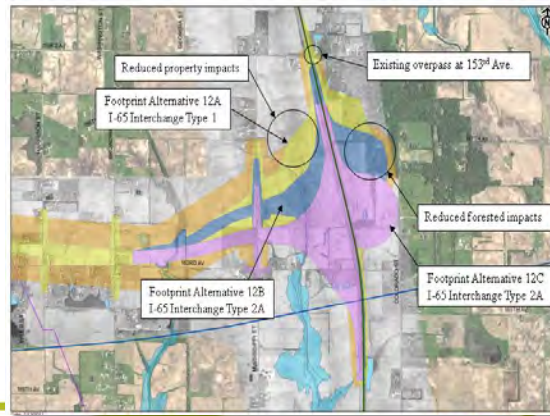
68



Section 12 Broadway St. to I-65

Tier Two

- Two interchange type alternatives – Types 1 and 2A
- Three footprint alternatives – 12A (north on Tier 1 alignment), 12B (center alignment) and 12C (southern alignment)
- 12B and 12C created to reduce impacts



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I-65 System Interchange

Tier Two

- Three recommended interchange types
- Turbine on 12A northern footprint - Type 1
- Trumpet on 12B central footprint - Type 2A (shown)
- Trumpet on 12C southern footprint - Type 2A



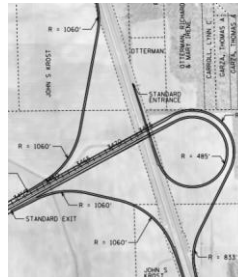
70

I-65 System Interchange

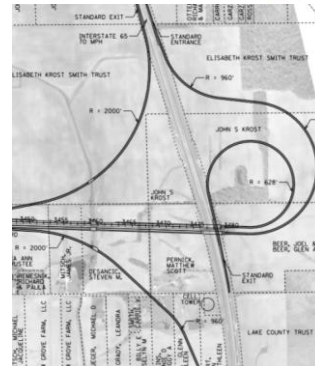
Tier Two



Footprint Alternative
12 A – Interchange Type
Alternative 1



Footprint Alternative
12 B – Interchange Type
Alternative 2A



Footprint Alternative
12 C – Interchange
Type Alternative 2A



Section 12 Impacts

DRAFT

Tier Two

Evaluation Criteria	Impacts			
	Tier One Working Alignment	Footprint Alternative 12A	Footprint Alternative 12B	Footprint Alternative 12C
Footprint Size (acres)	567.3	567.3	361.0	350.9
Total Wetland Impacts (acres)	8.1	8.1	3.7	3.9
Total Stream Impacts (miles)	2.5	2.5	0.9	0.8
Water Bodies (acres)	3.1	3.1	1.1	2.3
Total Floodplain Impacts (acres)	0.0	0.0	<1	0.0
Forest (acres - USDA)	45.2	45.2	27.6	9.6
Farmland (acres)	405.9	405.9	250.2	259.9
Residential Displacements (each)	1	1	1	2



Local Road Connectivity



- **Economic Considerations**
- **Emergency and School Routes**
- **Landowner Access**
- **Future Land Use**
- **Coordinated Extensively with:**

- Emergency Services
- School Districts
- Farm Operations
- Local Road Agencies
- Local Officials

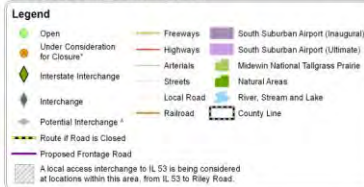
RESULT: Cross road grade separations have been added



Local Road Connectivity



Draft Road Connectivity Proposal



Date: 7/29/2013

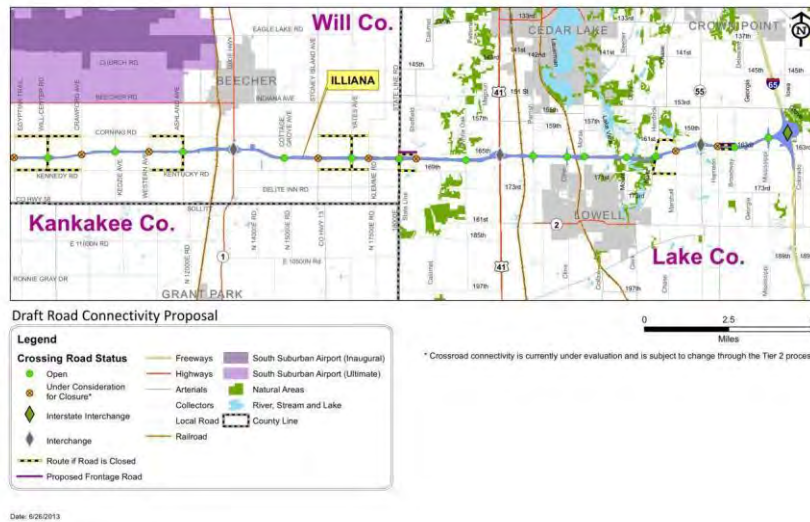
* Crossroad connectivity is currently under evaluation and is subject to change through the Tier 2 process.

* Potential local access interchange locations were added following the conclusion of Tier One studies. These locations are warranted to be kept open with a grade separation regardless of whether an interchange is built.



Local Road Connectivity

Tier Two



7.5



Local Road Connectivity

Tier Two

- Additions to the Road Connectivity plan since CPG/TTF meeting #2
 - 17th Avenue/Martin Long Road
 - Gougar Road
 - 128th Avenue
 - Kedzie Avenue
 - Cottage Grove Avenue



7.6





INVEST and Sustainability

Tier Two





INVEST Opportunities




Tier Two

- FHWA Sustainability Tool and Scorecard
- Defines sustainability as “Actions (that) maintain or enhance our capacity to endure. The goal of sustainability is the satisfaction of basic social and economic needs, both present and future, and the responsible use of natural resources, all while maintaining or improving the well-being of the environment on which life depends.”
- Project Commitment



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INVEST Opportunities



Project Development by Criteria Scorecard

	Paving	Urban Basic	Urban Extended	Rural Basic	Rural Extended	Custom Core Criteria ¹
PD-1 Economic Analyses	✓	✓	✓	✓	✓	✓
PD-2 Life-Cycle Cost Analyses	✓	✓	✓	✓	✓	✓
PD-3 Context Sensitive Project Development	✓	✓	✓	✓	✓	✓
PD-4 Highway and Traffic Safety	✓	✓	✓	✓	✓	✓
PD-5 Educational Outreach	✓	✓	✓	✓	✓	✓
PD-6 Tracking Environmental Commitments	✓	✓	✓	✓	✓	✓
PD-7 Habitat Restoration	✓	✓	✓	✓	✓	✓
PD-8 Stormwater	✓	✓	✓	✓	✓	✓
PD-9 Ecological Connectivity	✓	✓	✓	✓	✓	✓
PD-10 Pedestrian Access	✓	✓	✓	✓	✓	✓
PD-11 Bicycle Access	✓	✓	✓	✓	✓	✓
PD-12 Transit & HOV Access	✓	✓	✓	✓	✓	✓
PD-13 Freight Mobility	✓	✓	✓	✓	✓	✓
PD-14 ITS for System Operations	✓	✓	✓	✓	✓	✓
PD-15 Historical, Archaeological, and Cultural Preservation	✓	✓	✓	✓	✓	✓
PD-16 Scenic, Natural, or Recreational Qualities	✓	✓	✓	✓	✓	✓
PD-17 Energy Efficiency	✓	✓	✓	✓	✓	✓
PD-18 Site Vegetation	✓	✓	✓	✓	✓	✓
PD-19 Reduce and Reuse Materials	✓	✓	✓	✓	✓	✓
PD-20 Recycle Materials	✓	✓	✓	✓	✓	✓
PD-21 Earthwork Balance	✓	✓	✓	✓	✓	✓
PD-22 Long Life Pavement Design	✓	✓	✓	✓	✓	✓
PD-23 Reduced Energy and Emissions in Pavement Materials	✓	✓	✓	✓	✓	✓
PD-24 Contractor Warranty	✓	✓	✓	✓	✓	✓
PD-25 Construction Environmental Training	✓	✓	✓	✓	✓	✓
PD-26 Construction Equipment Emission Reduction	✓	✓	✓	✓	✓	✓
PD-27 Construction Noise Mitigation	✓	✓	✓	✓	✓	✓
PD-28 Construction Quality Control Plan	✓	✓	✓	✓	✓	✓
PD-29 Construction Waste Management	✓	✓	✓	✓	✓	✓
Total Number of Criteria in Scorecard	12	24	29	21	25	19

¹ - Indicate the core criteria that must be included in the custom scorecard. The user may choose as many additional criteria as desired.

- Project Development Module most applicable to Illiana
- 29 Potential Categories – Urban Extended
- 25 Potential Categories – Rural Extended
- Illiana has potential to score in each of the categories - none appear to be unachievable
- INVEST may not realize its full potential until P3 development stage (ex. Earthwork Balance)



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INVEST Opportunities



- Example Criteria

Project Development by Criteria Scorecard

	Paving	Urban Basic	Urban Extended	Rural Basic	Rural Extended
PD-1 Economic Analyses			✓		✓
PD-2 Life-Cycle Cost Analyses	✓	✓	✓	✓	✓
PD-3 Context Sensitive Project Development		✓	✓	✓	✓
PD-4 Highway and Traffic Safety	✓	✓	✓	✓	✓
PD-5 Educational Outreach	✓	✓	✓	✓	✓
PD-6 Tracking Environmental Commitments	✓	✓	✓	✓	✓
PD-7 Habitat Restoration		✓	✓	✓	✓
PD-8 Stormwater		✓	✓	✓	✓
PD-9 Ecological Connectivity			✓	✓	✓



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BMP Opportunity Areas



- Potential Measures
 - Water Quality BMPs
 - Wetland/Riparian Buffers
 - Prairie and Forest Restoration/Enhancement
 - Wildlife Crossings
- Future Trail Connectivity
 - FPDWC desire for continuous trail in IL
 - Existing and planned crossings and streamside trails

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BMP Example



Naturalized Stormwater Management Facilities

Un
Ma

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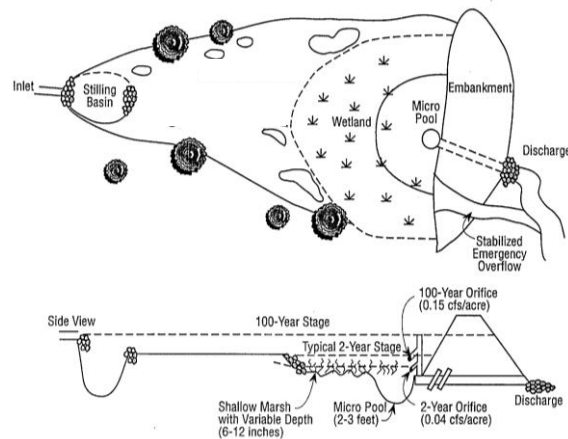


Best Management Practices

Tier Two



Typical Water Quality Wetland/Detention Pond



83

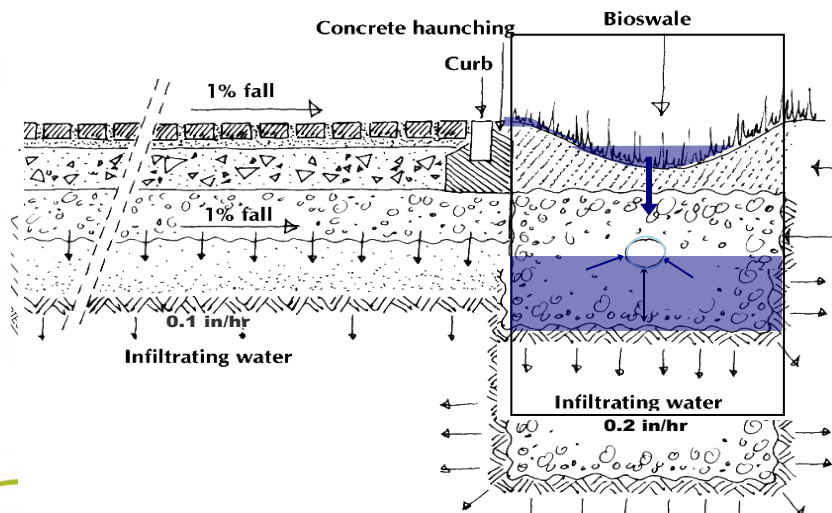


Bioswale

Tier Two

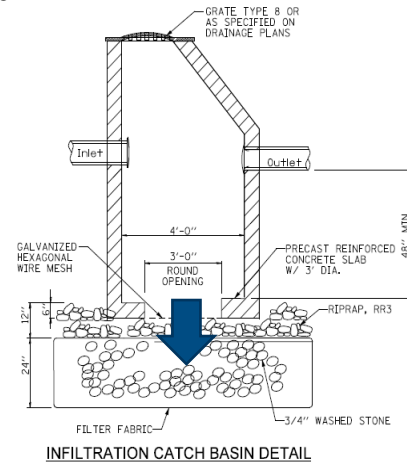


- Bioswales can be installed within swale and ditch



Infiltration Catch Basins

- Manholes are designed with leaky bottoms to promote infiltration



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Potential BMP Opportunity Areas

Water Quality Best Management Practices (BMP)

- ① BMP Swale-Basin
- ② BMP Swale
- ③ BMP Infiltration

Wetland/Riparian Buffer

- ④ Riparian Buffer WQ BMP
- ⑤ Wetland Water Quality (WQ) BMP

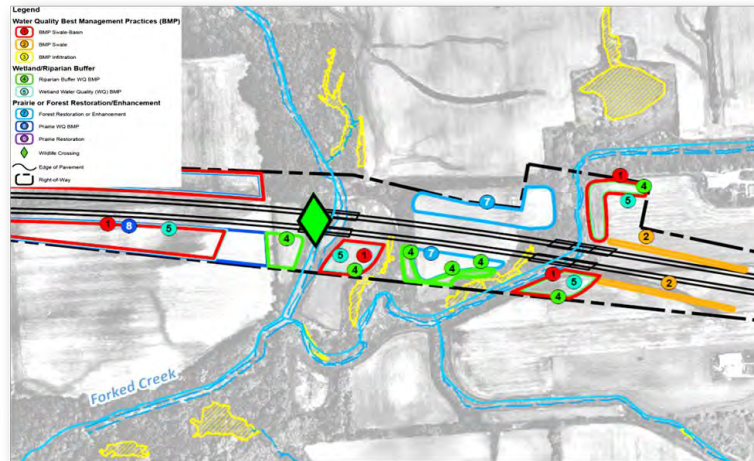
Prairie or Forest Restoration/Enhancement

- ⑦ Forest Restoration or Enhancement
- ⑧ Prairie WQ BMP
- ⑨ Prairie Restoration
- ◆ Wildlife Crossing
- ~ Edge of Pavement
- Right-of-Way

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BMP Opportunity Areas

• Example - Forked Creek (IL)

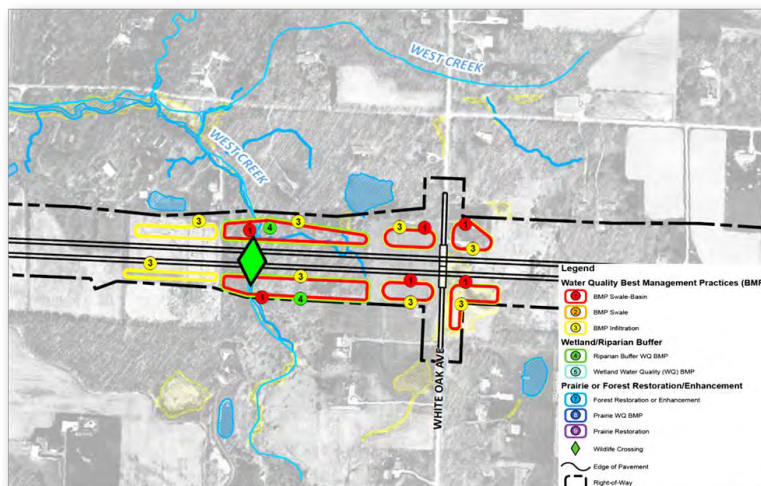


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BMP Opportunity Areas

• Example - West Creek (IN)



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Important Potential Wildlife Crossings

- **Illinois**
 - Kankakee River
 - Unnamed Tributary of the Kankakee River
 - Forked Creek
 - Jordan Creek
 - South Branch Forked Creek
 - Black Walnut Creek
 - Pike Creek
- **Indiana**
 - Unnamed Tributary of West Creek #2
 - McConnell Ditch
 - Unnamed Tributary of McConnell Ditch
 - Cedar Creek
 - Wetland b-w31-pem (Tributary to Cedar Creek)
 - Unnamed Tributary of Stony Run

Potential Mitigation Options

- Mimic natural processes and promote native species.
- Tailor management to site-specific environmental conditions and to the unique impacts of the specific degrading activity.

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Next Steps

Tier Two

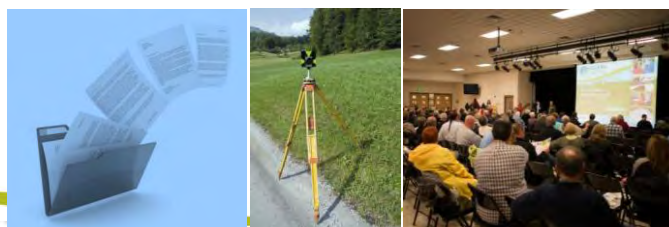


Tier Two Stakeholder Outreach



Next Steps

- Release Alternatives to be Carried Forward Technical Memorandum
- Request for concurrence – 30 day minimum for review and questions
- September 2013 NEPA/404 – TBD
- Issue Tier Two Draft EIS – Public Hearing – Late 2013



Illiana Corridor Mtg. - Chicago 9/6/13

NAME	AFFILIATION	EMAIL	PHONE
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Bob Newport	USEPA	newport.bob@epa.gov	312-886-1513
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MIKE MATKOVIC	CBBL	MMATKOVIC@CBBL.COM	847-923-0500
Melanie Haveman	USEPA	haveman.melanie@epa.gov	312-886-2255

MEETING SIGN-IN SHEET

Date: August 6, 2013

Location: INDOT

Purpose: Illiana Corridor - Alternatives to be Carried Forward - Information Mtg

Name	Representing	Email Address
1. <u>Rick Rampono</u>	<u>Parsons Brinckerhoff</u>	<u>ramponera@pbworld.com</u>
2. <u>Jason Randolph</u>	<u>IDEM</u>	<u>jrandolph@idem.in.gov</u>
3. <u>Kelli McNamara</u>	<u>PB</u>	<u>mcnamara@pbworld.com</u>
4. <u>JOYCE NEWLAND</u>	<u>FWA-IN</u>	<u>joyce.newland@dot.gov</u>
5. <u>Kent Ahrenholtz</u>	<u>DLZ</u>	<u>kahrenholtz@dlz.com</u>
6. <u>Michelle Allen</u>	<u>FWA-IN</u>	<u>michelle.allen@dot.gov</u>
7. <u>JIM EARL</u>	<u>INDOT</u>	<u>JEARL@INDOT.IN.GOV</u>
8. <u>Lou Haasis</u>	<u>FWA-IN</u>	<u>lou.haasis@dot.gov</u>
9. <u>Matt Buffington</u>	<u>DNR- Fish+Wildlife</u>	<u>mbuffington@dnr.in.gov</u>
10. <u>Paul Mykytka</u>	<u>Parsons Brinckerhoff</u>	<u>mykytka@pbworld.com</u>
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Merger Team Meeting Summary

Date: August 06, 2013

Time: 9:00 AM – 12:00 PM CDT

Location: USEPA offices, Chicago, IL and remote attendees via conference call

This meeting was held as a monthly update to the Merger Team of the Illiana Corridor Tier Two environmental study. The attendees are shown below and in the lists attached.

R. Powell provided an overview of recent activities associated with the project, including the June and July field reviews conducted for agency representatives. He continued with a detailed presentation of the alternative alignment studies underway within Corridor B3. R. Powell explained that the corridor was broken out into 12 sections and that alternatives were analyzed within each, in some cases up to 6 alternatives were reviewed (Section 3), while in other instances only two alternatives were assessed depending on the features and environmental resources present. Each of the twelve sections was reviewed with the attendees and summary results were presented, establishing the basis for those alternatives within each section to be advanced for further analysis in the Draft Environmental Impact Statement (DEIS). R. Powell clarified that the screening results are preliminary, as the analyses are ongoing. There was an expanded discussion of the 5 proposed build interchange design options being recommended for inclusion in the DEIS at IL-53, in addition to a no interchange option.

S. Ott gave an update on the status of T&E species surveys and historic and archaeological findings. He explained that the Area of Potential Effects (APE) had been expanded near I-55 and I-65 to accommodate design alternatives. Riparian surveys are anticipated to be complete this week in IN and next week in IL.

A number of comments were received to enhance the maps distributed at the meeting. It was agreed that labeling all watercourses and adding reference numbers for the wetlands and waters would assist in reviewing the potential impacts of the alternatives. L. Pelloso agreed to provide a follow-up list of map revisions, among them providing the total area of each wetland along with the impacted area in table form on the map, adding match lines for adjoining sheets, breaking the section analysis at the state line, and other graphic improvements. N. West questioned the need to include the Tier One working alignment for comparison purposes.

K. Westlake asked whether traffic, or truck traffic, could be restricted on IL 53 through Midewin to mitigate the effects of an interchange providing access to the Illiana. S. Schilke indicated that as a current Class II truck route with existing businesses dependent on it, a traffic restriction would require a change in law. K. Westlake and others discussed the I-35 E route in Minneapolis that does restrict trucks and questioned why “no trucks” were allowed there. R. Powell stated it may be because there is an alternate route in I-35 W.

N. West questioned why Alternative 8A was still being carried forward in Section 8, since it appeared to be a less refined version of Alternative 8B and a “historic reference point” that is not needed to be

Illiana Corridor Phase II Study

carried forward. He stated, and others agreed, that there were already enough alternatives to establish the range of reasonable alternatives for Tier Two.

J. Randolph commented that a revised alternative for Section 10 (between Mount Street and Holtz Road) should be considered to minimize impacts to the high quality forest in that location, and take advantage of an existing open area to the extent possible. Mr. Randolph suggested additional changes to Alternative 10B that would accomplish this including narrower widths and tighter curves. There was discussion of a dry land bridge to minimize wetland impacts and retain the function of the wetland, and an approximate 600-700' structure that accomplishes this.

P. Leffler asked that constraints such as electric lines be highlighted more clearly on the project mapping, and that font sizes be increased for readability. He had a question on the "H" labeling of historic resources; the maps will indicate all buildings on, or eligible for the National Register, which final determination is yet to be made pending results of Section 106 coordination.

S. Ott summarized the progress underway regarding the BMP opportunity areas within the footprint of the alternatives being studied. J. Randolph noted that no Best Management Practices (BMP) areas should be included in natural areas, unless the area has already been unavoidably impacted. R. Powell continued the discussion with an update on the application of INVEST.

Potential wildlife crossings were discussed. P. Leffler agreed that upsizing bridges was a logical way to accomplish this, but he and S. Hall mentioned providing upland upstream situations not meeting traditional riparian crossings. Farm connectivity was also considered as a way to provide openings that could also serve wildlife crossings; however, the study team stated that opportunities for this would be limited and that private farm crossings across the Illiana were not contemplated for the project. There may be locations where the Illiana crosses over a local road where wildlife passage could also be accommodated. S. Cirton indicated that he will provide comments on wildlife crossings at a later time.

M. Fuller concluded the meeting indicating that final revisions to the Alternatives Carried Forward Technical Memorandum are underway, and that an update will be provided at the scheduled September 5, 2013 Merger Team meeting. At a later date, a separate meeting or conference call will be arranged for the attendees to address the second concurrence point and approval of the alternatives to be carried forward into the DEIS.

The meeting concluded at approximately 12:10 PM.

Attendees:

Joyce Newland, Michelle Allen, Lou Haasis – FHWA-IN
Soren Hall, Paul Leffler – U.S. Army Corps of Engineers
Shawn Cirton, Elizabeth McCloskey - U.S. Fish and Wildlife Service
Ken Westlake, Norm West, Liz Pelloso, Bob Newport, Melanie Haveman – U.S. Environmental Protection Agency
Jason Randolph, Indiana Department of Environmental Management
Matt Buffington, Indiana Department of Natural Resources
Tom Brooks, Sue Hargrove, Walt Zyznieuski, Illinois Department of Transportation, Bureau of Design and Environment

Illiana Corridor Phase II Study

Steve Schilke, Illinois Department of Transportation

Katie Kukiela, AECOM (IDOT PMC)

Jim Earl, Laura Hilden – INDOT

Kent Ahrenholtz – DLZ

Ed Leonard, Rick Powell, Rick Rampone, Kelli McNamara, Paul Mykytka, Steve Ott, Ron Shimizu –
Parsons Brinckerhoff

Mike Matkovic - CBBEL

Bob Hommes - Midewin

Matt Fuller, Dennis Bachman – FHWA-IL

Ken ? – Environmental Services, IEPA

Draft

MEETING SUMMARY

Indiana Department of Environmental Management (IDEM)

Date: September 19, 2013
Time: 2:00 PM (Eastern)
Location: INDOT Conference Room N642

The primary purpose of the meeting was to discuss the following topics:

- Determine any initial IDEM questions/comments/issues with Alternatives to be Carried Forward Technical Memorandum (ACFTM)
- Present and discuss Alternatives 10A and 10B and obtain IDEM input

Introductions of meeting attendees was held.

J. Randolph, IDEM, indicated that although he had not yet completed reviewing the Alternatives to be Carried Forward Technical Memorandum (ACFTM), he did have the following initial comments/suggestions regarding format:

- Although the alternatives, and environmental impacts at alternatives, are clearly indicated the areas in between the indicated alternatives are not. As a result, he has to go to the appendices and refer to the alignment maps which is inconvenient.
- Incorporating tabs in the report would be helpful.
- Suggested a uniform paging system.
- On black and white graphics, especially showing interchange configurations, no wetland/environmental resources were delineated. This makes it difficult to determine what was avoided as well as impacted.

R. Rampone provided background of Alternatives 10A and 10B between Mount and Holtz. A previous alternative was originally aligned further north but was in close proximity to an existing dam and also impacted some wetland/marsh areas. Alternative 10A involved shifting the alignment to the south to move away from the dam and avoid the wetland areas. During the resource agencies Indiana field visit on June 20 - 21, US Fish & Wildlife and IDEM commented that this alternative impacted an area of high quality woodlands and requested avoidance. Alternative 10B was developed to attempt to avoid impacts to the high quality woodland and also utilize a several hundred foot strip of property that had been previously deforested. However, this alternative places the Illiana close to a residential area, involves two potential marsh soil crossings, and additional measures would be needed to enable an existing business located east of Holtz to remain open.

J. Randolph supported measures to keep the business open, but indicated the results of the impact tables showed that Alternative 10B resulted in less impacts and was therefore preferable based on IDEM policy. He indicated that the high quality woodland area requested by the agencies to be avoided is undisturbed and has a stream running through it. He understands that there may be constructability issues with the marsh soils involved, higher construction costs, and other factors which may impact the selection of the preferred alternative, but he felt that Alternative 10B did address the issues and concerns expressed by the resource agencies at the field visit and should be carried forward.

The meeting concluded at approximately 3:15 PM (Eastern).



Illiana Corridor Phase 2 Study

Attendees:

Jason Randolph, IDEM

Jim Earl, INDOT

Laura Hilden, INDOT

Paul Mykytka, Parsons Brinckerhoff

Rick Rampone, Parsons Brinckerhoff

Rick Powell, Parsons Brinckerhoff (remote)

Steve Ott, Parsons Brinckerhoff (remote)

Greg Quartucci, Cardno JFNew (remote)

Joe Van Whalde, Cardno JFNew (remote)

Wes Butch, DLZ (remote)



ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

**NEPA/404 Merger
Team Briefing**
September 25, 2013

Tier Two



Illinois Department of Transportation

Illinois Department of Transportation



Presentation Agenda

- Alternatives to be Carried Forward Update
- Public Coordination and comments on ACFTM
- Next Steps
- Open Discussion

Tier Two

Illinois Department of Transportation

Illinois Department of Transportation

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS




Alternatives to be Carried Forward Update

Tier Two



What's Changed since August 6

- Footprint area revised in some sections
- Tabulations were refined
- Naming convention (**Alternative** w/ **Interchange Type** if there are variations – ex. Alt. **2A-4B**)
- Sections 8 and 9 now break at state line
- Alternative 8B developed; 8A recommended to be dropped
- Section 10B alignment revised further
- Section 106 determinations of eligibility
 - Not anticipated to introduce new direct impacts
- Symerton Road open; Martin Long Road closed



Impact Comparison Highlights		
Resource	Tier One Working Alignment	Tier Two Alternatives
Total Area	3,155 ac	4,221 – 4,704 ac (34% to 49% increase over Tier One WA)
Wetlands	75.3 ac	70.4 – 72.7 ac
High Quality Wetlands FQI >20	21.3 ac	22.4 – 23.3 ac
Floodplains	294.1 ac	443.2 – 456.2 ac
Streams	7.6 mi	14.7 – 15.7 mi
Impaired Streams	3.2 mi	4.1 – 5.0 mi
Water Bodies	10.8 ac	10.8 – 15.3 ac
Forest	115.8 ac	157.3 – 170.6 ac
Farmland	2,336 ac	3,008 – 3,334 ac
Displacements (total)	138 each	109 – 145 each



Alternatives to be Carried Forward Update

Tier Two






Section 4 Union Pacific RR to Old Chicago Road

Tier Two

- One recommended mainline alignment
- Six interchange variations
 - One at IL-53
 - Three at or near Riley Road locations to move access off of IL-53)
 - One at Old Chicago Road location to provide access w/further minimization of IL-53 impacts)
 - A “No Access” alternative



Section 4 Impacts

Tier Two

Evaluation Criteria	Impacts					
	4A-1 IL-53	4A-2A Riley	4A-2B Riley	4A-2C W Riley	4A-2D Old Chicago	4A-3 No Access
Footprint Size (acres)	369.8	387.1	376.0	341.8	360.4	324.1
Total Wetland Impacts (acres)	5.7	5.7	5.7	5.7	5.7	5.7
Total Stream Impacts (miles)	2.6	3.1	3.0	2.3	3.1	2.6
Total Floodplain Impacts (acres)	111.1	113.1	112.0	108.3	111.7	107.6
Farmland (acres)	296.9	294.2	288.9	268.6	297.2	262.7
Residential Displacements (each)	1	2	1	0	0	0
Agricultural Building Impacts (each)	9	14	7	6	6	6
Increase in Predicted Yearly Crashes above No Action	3.0	1.7	2.2	1.6	2.3	N/A



IL-53 Overall Traffic Analysis

	2040 No-Action	4A-1 Access at IL-53	4A-2A,B,C Access at or near Riley	4A-2D Access at Old Chicago	4A-3 No Access
Volume/day change on Illiana compared to IL-53 access	N/A	--	-5,900	-10,200	- 11,700
Volume/day on IL-53 between S. Arsenal and Hoff*	21,700	24,100	21,900	20,500	20,200
Reduction vs. No-Action Arterial VMT/day	--	- 532k	- 508k	- 497k	- 450k
Reduction vs. No-Action Total VHT/day	--	- 9,350	- 8,399	- 8,058	- 7,321

*Volumes (exc. No-Action) are with Wilton Center interchange in place



9

IL-53 Truck Traffic Analysis

	2040 No-Action	4A-1 Access at IL-53	4A-2A,B,C Access at or near Riley	4A-2D Access at Old Chicago	4A-3 No Access
Trucks/day on IL-53 between S. Arsenal and Hoff*	3,600	4,000	3,700	3,500	2,700
Reduction vs. No-Action Arterial Truck VMT/day	--	- 156k	-149k	- 145k	- 132k
Reduction vs. No-Action Total Truck VHT/day	--	-2,401	-2,288	-2,279	-2,081

* Volumes (exc. No-Action) are with Wilton Center interchange in place



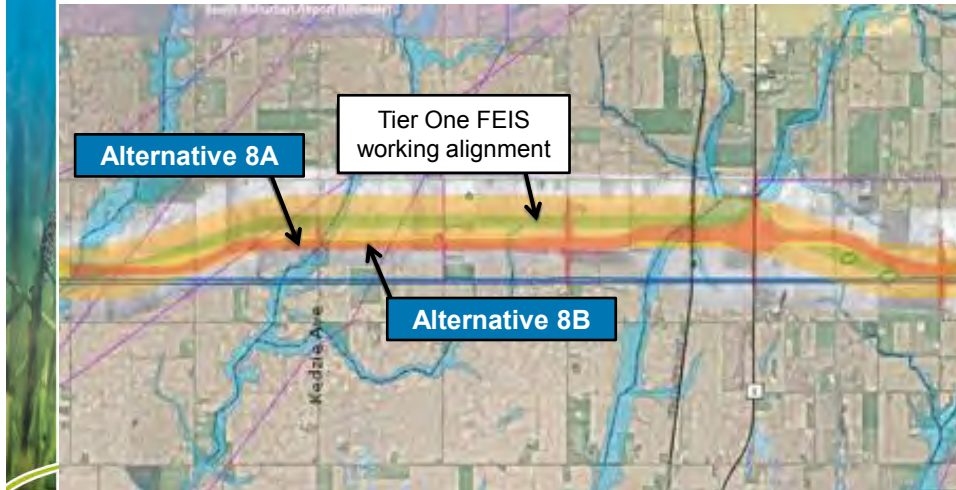
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Section 8 Will Center Rd. to State Line.

Tier Two

One recommended alternative to carry forward:

- **Alternative 8B** based on further modifications to Alternative 8A
- **Alternative 8A** recommended to be dismissed

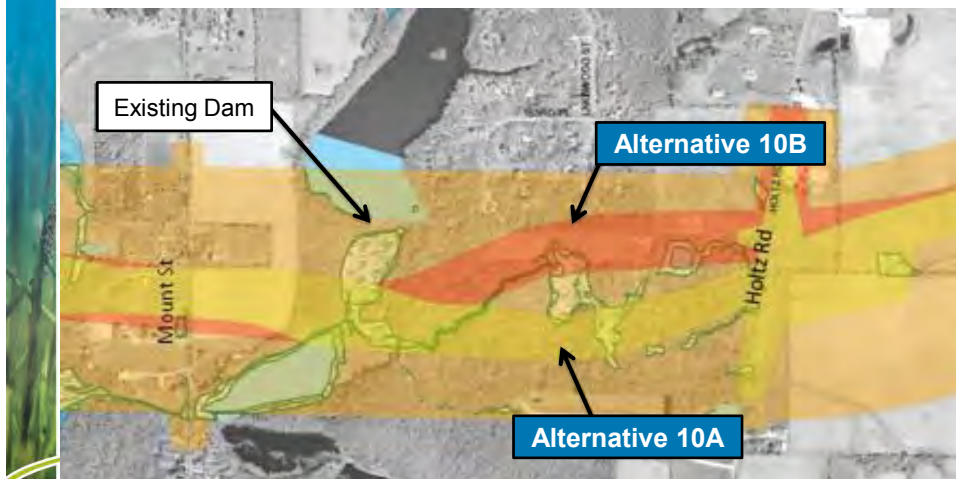


Section 10 Mount St. to Holtz Rd.

Tier Two

Two recommended alternatives to carry forward:

- **Alternative 10A** (reduces wetland impacts)
- **Alternative 10B** (reduces forest impacts)



Local Road Connectivity

Tier Two

Symerton Road

- Martin Long Road was shown open at PM #2; now proposed to be closed and Symerton Road open



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Public Coordination and Comments on ACFTM

Tier Two



Public Coordination



- Sept. 9 CPG #4 – ACFTM presented
 - General questions about alternatives
- Sept. 13 Meeting w/Rodawolds
 - Prefer 4A-2D (Old Chicago) or 4A-2C (Riley Road relocated to west)
- Sept. 19 coordination w/IDEM
 - Agreed with range of alternatives in IN
 - Indicated a preference for Alt. 10B



1.5

ACFTM Comments



- City of Joliet
 - Prefers a connection at IL 53



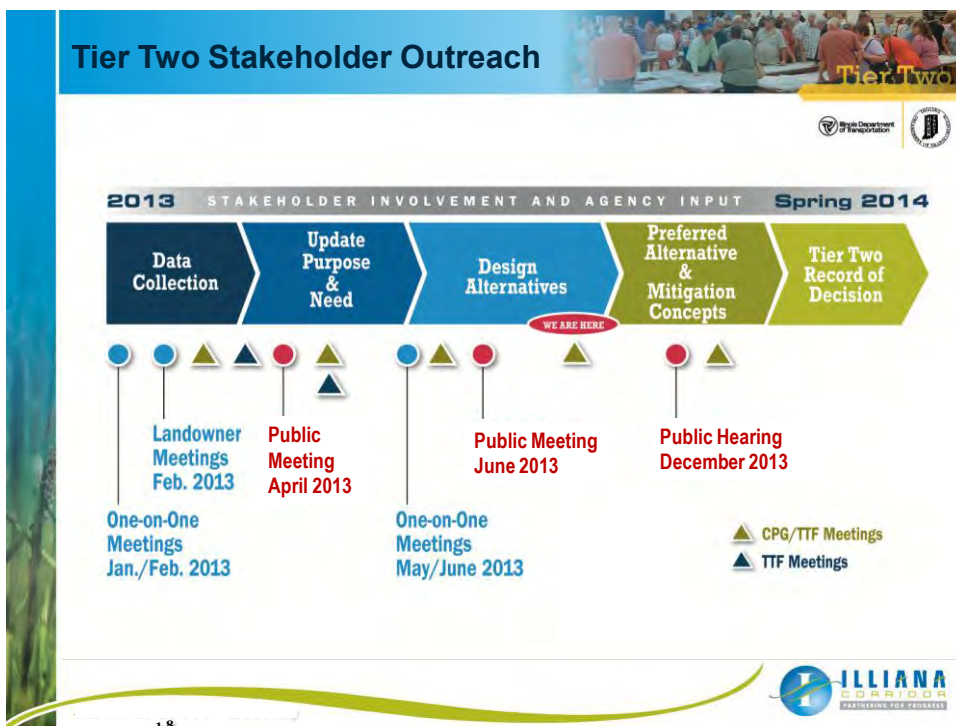
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Next Steps




Tier Two



Next Steps

- Request for Alternatives concurrence – October 10, 2013
- Tier Two Draft EIS – November 2013 tentative
- Tier Two Public Hearing – December 2013 tentative



Alternatives in DEIS

- A small number of representative mainline alternatives spanning the entire length of corridor
- Assembled from sectional alternatives
- DEIS may identify a preferred alternative





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201 W. Center Court
Schaumburg, Illinois 60196

100 N Senate Avenue, #N642
Indianapolis, Indiana 46204

www.illianacorridor.org

MEETING SIGN-IN SHEET

Date: September 25, 2013
Location: Indianapolis PB Office
Purpose: Tier 2 NEPA Briefing - Alternatives to be Carried Forward

Name	Representing	Email Address
1. <u>Rich Rampone</u>	<u>PB</u>	<u>rampone@pbworld.com</u>
2. <u>Jason Rondolph</u>	<u>IDEM</u>	<u>jirondol@idem.in.gov</u>
3. <u>Matt Buffington</u>	<u>IN DNR</u>	<u>mbuffington@dnr.in.gov</u>
4. <u>Mark Wilson</u>	<u>PB</u>	<u>wilsonmar@pbworld.com</u>
5. <u>Laura Hilden</u>	<u>INDOT</u>	<u>lhilden@indot.in.gov</u>
6. <u>Michelle Allen</u>	<u>FHWA</u>	<u>michelle.allen@dot.gov</u>
7. <u>Lou Haasis</u>	<u>FHWA</u>	<u>Lou.haasis@dot.gov</u>
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Illinois Department
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

S-260

Meeting Summary

NEPA/404 Informational Meeting

Date: September 25, 2013

Time: 9:00 AM CDT

Location: Conference Call

An informational meeting was held by web conference / call to update the Illinois NEPA/404 Merger Team (including additional Indiana resource agencies) on the Illiana Corridor Alternatives to be Carried Forward Technical Memorandum, which was released on September 6, 2013. Attendees on the call from Parsons Brinckerhoff's Indianapolis office signed an attendance sheet; others identified themselves on the call.

R. Powell, PB, gave a Power Point presentation that addressed changes to the alternatives to be carried forward since the previous NEPA/404 Merger meeting of August 6, 2013, recent public coordination activities, and next steps in the process. During, and following the presentation, the following discussions took place.

- 1) J. Randolph, IDEM, pointed out that Alternative 10B has lower wetland and forest impacts (by approximately 1 acre) than Alternative 10A. This was not pointed out in the presentation slide but was included in the text of the Alternatives to be Carried Forward Technical Memorandum (ACFTM). N. West, USEPA, asked and J. Randolph concurred that the 10B alternative did capture the intent of J. Randolph's previous comments on August 6. J. Randolph indicated IDEM's preference for Alternative 10B and Alternative 12C-2A as their preference among the alternatives presented in those sections, and suggested the 10B alternative could be adjusted further to better utilize the open field near Holtz Road and avoid the commercial business now shown as impacted. M. Buffington, IN-DNR, indicated that the Indiana DNR concurred with IDEM's comments on the alternatives.
- 2) K. Westlake, USEPA, inquired into the timeline for selection of a preferred alternative and completion of the Draft Environmental Impact Statement (DEIS). S. Schilke, IDOT, responded that it depends on whether or not a preferred alternative is identified in the DEIS, and that determination has not been made yet.
- 3) E. Pelloso, USEPA, commented on some information missing in the map book tables. Section 2 was missing impaired stream impacts, and Section 3 and 4 were missing stream impacts. The information was shown in Appendix B. S. Ott stated that the presentation of information in the DEIS will be in a more detailed manner, with larger maps, linear reporting of the entirety of the alternative of impacts, with separate impact tabulations for each state. M. Matkovic, PB, pointed out that Section 4 ("Build Impacts") of the ACFTM included only "distinguishing" impacts, with a more complete tabulation included in Appendix B.
- 4) B. Hommes, FS-USDA, inquired as to why the T&E species were presented differently in the ACFTM, as compared to the August 6 presentation where habitat was tabulated. R. Powell explained that the ACFTM is now formatted to indicate the surveyed presence or absence of T&E resources by section, with additional description where the resource is present, in Appendix B.

Illiana Corridor Phase I Study

- 5) N. West stated that the alternatives were presented well at a corridor level, but he would like to see more design details for the alternatives identified. He noted that locations and lengths of bridges, as well as culverts, are not currently identified. He also felt that having details on wildlife connectivity and bicycle and pedestrian accommodations would be appropriate. There was a discussion on the pertinence of these details to the alternatives selection process; it was suggested that in some locations such as the Kankakee River crossing, the difference in crossing length could be a consideration. N. West stated that in a few months the NEPA/404 Merger Team will have the DEIS for review, and that details could be included in the DEIS to help understand the alternatives and the preferred alternative if identified.
- 6) In response to N. West's comments regarding lack of details provided regarding wetland crossings, J. Randolph questioned how much detail would be available in the DEIS to describe how resource agency concerns would be met. For example, he referenced the crossing of the wetland complex (between Morse and Mount Streets). He understands that the Illiana Corridor study selected the minimal impact alignment, and also understands that a bridge is contemplated over the wetlands (approximately ½ mile). However, instead of a low height bridge, IDEM would prefer the bridge to be of adequate height to enable sunlight underneath to minimize wetland impacts. R. Rampone pointed out that geotechnical testing results, and related constructability issues, would help designers assess the conditions the suitability and parameters of the bridge crossing but at this time the available information only enabled discussion of a conceptual approach. J. Randolph indicated the nature of the P3 development process may warrant more finalization of details and commitments from an environmental perspective. More discussion of this topic followed after the formal briefing (see below).
- 7) N. West inquired if a Preferred Alternative had been identified. S. Schilke stated that this is under consideration and if a decision can be made, it will likely be identified in the DEIS.
- 8) N. West and S. Hall, USACE, commented on the proposed range of alternatives and their adequacy, and the ability to further refine the alternatives to avoid impacts. S. Hall asked about the 4.9 acres of wetland impacts in Section 1, and whether they could be avoided as they appeared to be in an infield area that could potentially be left undisturbed. The study team responded that all resources within the footprint were considered to be impacted as a worst case scenario, and that some resources could be further avoided in subsequent phases of study as in the case of Section 1. S. Hall indicated that he would like to know the potential for avoidance where multiple alternatives existed, and commented on Section 3A as an alternative where wetland impacts were high with little potential to further avoid impacts; he suggested that the study team consider dropping it rather than carrying it forward, and also stated he would not recommend it a preferred alternative if it is carried forward. N. West indicated the alternative being proposed was difficult to distinguish in the drawings in Figures 4.20 and 4.21, and asked for further clarification.
- 9) T. Savko, IDOA, asked how the study team had recently coordinated with the Will County Farm Bureau (WCFB). R. Powell responded that recent meetings were held with the WCFB where input had been provided on the road connectivity plan, property severance and access of parcels, and drainage. WCFB invited local tiling contractors to sit in on one meeting and they requested that local tiling companies be allowed to perform the work for the Illiana project since they were the experts in local farm drainage. At a minimum, they requested that these companies be allowed to oversee or inspect the work if performed by union contractors.

Illiana Corridor Phase I Study

- 10) Both M. Buffington and J. Randolph also questioned how resource agency comments/concerns would be incorporated into the FEIS, assuming the FEIS and ROD would be issued at the same time under MAP-21 provisions. IDOT and INDOT are still determining if this approach will be utilized for the Illiana. K. Westlake also commented on the coordination approach, stating that there is not a long track record in implementing MAP-21 with coordination prior to a combined “single document” FEIS/ROD. The additional coordination in Tier One seemed to work well, and he requested a “strong sense” of how public and resource agency comments would be addressed. In any event, M. Allen and M. Fuller, FHWA, indicated that there would be appropriate coordination with the resource agencies to verify that their comments/concerns in the DEIS had been addressed appropriately. The Illiana Corridor study team will also request resource agency concurrence with the preferred alternative.
- 11) R. Powell presented additional slides on the Sustainable Opportunity Areas for the project. K. Westlake asked if the 100’ riparian buffer was on each side of the stream or the total width; the study team was unable to confirm, but indicated it was likely 100’ total. S. Cirton, USFWS, questioned the 0.75 inch retained stormwater volume goal and indicated that he would like to see a 1.25 inch retainage goal, identical to what was used for the Elgin O’Hare West Bypass. He expressed his opinion that the availability of land should allow higher retainage values. S. Cirton indicated he would also like to see additional details on the proposed wildlife crossings and cited FHWA materials as a good resource for their design. S. Ott, PB, indicated these would be part of the DEIS, and S. Cirton requested an advance review if possible.
- 12) S. Cirton asked about the study’s progress in light of the Tier One lawsuit. M. Fuller responded that FHWA cannot publicly discuss the lawsuit, but that there is nothing in the legal proceedings that is preventing the team from moving forward with Tier Two studies. R. Powell also commented that the public involvement process is still inclusive, and plaintiffs in the lawsuit have attended and participated in meetings as they have prior to its filing. The upcoming processes for CMAP and NIRPC to adopt the Illiana Corridor in their fiscally constrained plans were briefly discussed, with CMAP scheduled to vote in October and NIRPC scheduled to vote in December.

The teleconference for the full NEPA/404 Merger Team ended at approximately 10:30 A.M. CDT/11:30 A.M. EDT. Following the call, Indianapolis attendees remained gathered and discussed the following items.

- 13) J. Randolph inquired about the state of the geotechnical studies, and if the results would be available with release of the DEIS in November. R. Rampone responded that a few Indiana borings were obtained in the spring, but that additional borings had been delayed. It is anticipated that geotechnical studies will resume in the next couple weeks. However, due to the quantity of the drilling, access issues, and subsequent laboratory analysis and report generation, he was not certain how much of the information may be available prior to release of the DEIS.
- 14) J. Randolph recommended to the Illiana project team that providing the geotechnical information should be expedited.
- 15) Both M. Buffington and J. Randolph questioned where the Illiana Corridor study was overall in the design process. R. Rampone responded that the project would probably be overall no more than 10 – 15% complete with design at completion of the FEIS. L. Hilden, INDOT, indicated that there would

Illiana Corridor Phase I Study

be no plans associated with the FEIS and that final design, involving P3, could not begin until after the Record of Decision was issued.

- 16) As a follow up to Item 6, further discussion was held regarding how INDOT/P3 contractor will be held accountable to address the comments and concerns of the resource agencies raised during the NEPA process. L. Hilden described that for the P3 process to be successful in delivery of optimum projects for the taxpayers, the performance language in the P3 contract needs to be more goal oriented than solution based. This would enable the P3 contractor to be innovative and cost effective while not limiting them to develop solutions to problems that may be outside the scope of INDOT and NEPA designers as a result of better information, better experience, and other factors. It was agreed that there will definitely need to be continued communication and coordination during the P3 procurement process to make sure that all environmental requirements will be addressed.
- 17) Some general discussion of BMP's followed:
- a. R. Rampone stated that the objective of wetlands protection BMP's would be to collect storm runoff from roadway and ditches and direct it to a treatment area upstream of the wetland resource. Outflow from the BMP would then be directed in a non-concentrated manner into the wetland area. J. Randolph agreed with this approach and further indicated that BMP's in no case should result in additional environmental impacts.
 - b. J. Randolph indicated that the following three locations in Indiana would be excellent candidates for wildlife crossings:
 - i. Confluence of West Creek and UNT to West Creek – suggested adding an additional bridge segment
 - ii. Wetland complex between Morse and Mount
 - iii. Alternative 10B – provide an additional bridge segment
 - c. Both M. Buffington and J. Randolph had some general questions about the water quality BMP's. R. Rampone indicated that the 0.75 inches initial storage would account for 88% of all rainfall events and would effectively trap the 'first flush' from the roadways. The 0.75 inch initial storage is typically higher than most communities require.
 - d. Both M. Buffington and J. Randolph indicated that studies showed that providing a buffer width of approximately 50-feet on each side of a stream was most effective. This buffer would be comprised of trees, shrubs, and bushes.
 - e. Regarding forest enhancement, M. Buffington indicated that trees should be planted on waterway crossings, along the waterway, on either side of highway but not against the highway.
- 18) Some general discussion of new drainage outlet channels in Lake County was held. R. Rampone described that due to agricultural land use, there were locations where suitable outlets for concentrated flows were not available. In those cases, suitable outlet channels would be constructed to tie in to downstream waterways. These channels would involve acquisition of additional right-of-way and incorporation of detention storage to prevent the resulting concentrated flow from having downstream effects. J. Randolph indicated that these new channels would need to be classified as 'waters of the US' to received possible mitigation credit. However, if a channel was turned over to



Illiana Corridor Phase I Study

the County Surveyor it would not be considered for possible mitigation credit. It was agreed that further discussion regarding these outlet channels could be considered on a site specific basis.

The meeting concluded at approximately 11:15 AM CDT/12:15 PM EDT.

Attendees:

See attached (sign in from Indianapolis who attended in person)

Remote Attendees:

Matt Fuller – FHWA
JD Stevenson – FHWA
Mike Hine – FHWA
Hassan Dastgir - FHWA
Brian Smith - AECOM
Joe Havel – AECOM
Bill Barbel - AECOM
Katie Kukiela – AECOM
Steve Schilke – IDOT
Vanessa Ruiz – IDOT
Walt Zyzniwski – IDOT BDE
Hazem Asawi - FHWA
Rick Powell – Parsons Brinckerhoff
Dave McGibbon - Parsons Brinckerhoff
Melissa McGhee - Parsons Brinckerhoff
Steve Ott - Parsons Brinckerhoff
Ed Leonard - Parsons Brinckerhoff
Liz Pelloso – USEPA
Norm West – USEPA
Ken Westlake – USEPA
Scott Twait – IL EPA
Soren Hall – USACE
Shawn Cirton – FWS
Terry Savko – IDOA
Bob Hommes – Midewin FS-USDA
Wade Spang – Midewin FS-USDA
M. Matkovic – CBBEL
Neil Vanikar – FHWA
J. Stone, DLZ

MEETING SUMMARY

Indiana Department of Natural Resources (IDNR)

Date: October 22, 2013
Time: 1:00 PM/12:00 PM (Eastern/Central)
Location: INDOT Conference Room N755

Following introductions, R. Rampone stated that the primary purpose of the meeting was to review and discuss Indiana DNR questions/comments/issues indicated in their October 4, 2013 correspondence regarding their review of the Illiana Alternatives to be Carried Forward Technical Memorandum (ACFTM).

J. Earl provided a brief update on the current project status/schedule including the NEPA concurrence meeting for the ACFTM to be held on Wednesday, October 23 and that FHWA issuance of the FEIS and ROD are still anticipated in March 2014. R. Rampone added that the DEIS would be released before Thanksgiving for review and public comments and that the next NEPA concurrence would be for the Preferred Alternative and is anticipated to occur in January 2014.

R. Rampone began review of IDNR comments included in the October 4 correspondence (*indicated in italics*):

Wildlife Habitat and Passage

Supplemental "Sustainable Opportunity Areas" information indicated that five (5) wildlife crossings would be proposed in Indiana.

R. Rampone indicated that the Indiana wildlife crossings shown on the "Sustainable Opportunity Areas" section of the ACFTM, were not intended to be proposed wildlife crossing locations but were rather provided as opportunities for possible wildlife crossing locations intended to generate comments and input. As the preferred Illiana alternative is developed, the Illiana project team will be holding one-on-one meetings with the involved resource agencies, and there will also be informational meetings with all the resource agencies as held during the ACFTM concurrence process, to receive comments and input in the process to obtain concurrence. During these one-on-one meetings further discussions will be held regarding locations of wildlife crossings and the specifics of those crossings. M. Buffington indicated his understanding of the outlined process.

Indiana DNR also suggests considering wildlife passage at West Creek, the large wetland complex in Section 9 east of McConnell Ditch, the large wetland complex in Section 10, Spring Run and its tributary, and Griesel Ditch.

M. Buffington explained that since the area is predominantly agricultural, that the major streams naturally serve as wildlife paths and therefore should be considered for wildlife crossings. INDOT representatives indicated that the IDNR suggested wildlife crossings would be assessed and considered on a case by case basis where they would be effective and made economic sense. R. Rampone indicated that in correspondence from the IDNR Division of Water received October 12, 2012, the Illiana project team was notified that Construction in a Floodway permits would be required for three stream crossings (McConnell Ditch, Cedar Creek, and Spring Run). M. Buffington indicated that at permitted stream crossings, IDNR Division of Fish and Wildlife would probably include wildlife crossings as permit conditions.

Openings with minimum dimensions of 8' tall by 24' wide with un-submerged dry land without riprap or other angular bank stabilization materials are ideal for passing a wide range of wildlife species.

Both INDOT and environmental project team representatives indicated their agreement with the 8-foot height dimension. M. Buffington was asked to clarify the minimum width needed. He explained that this should be stream overbank area, not part of the stream channel, and provide at least 5-foot width free of angular materials. INDOT representatives indicated that where wildlife crossings are determined to be located, they will need to assess the wildlife crossing dimensions on a case by case basis. In most cases, simply extending the length of a bridge should be sufficient.

Enhancing areas adjacent to the new highway that are disturbed due to construction should be pursued as a means to address BMP's but are generally not preferred mitigation opportunities.

M. Buffington explained that BMP's will most likely not be considered for mitigation.

Blue Spotted Salamander:

To the greatest extent possible, alternatives should avoid blocks of habitat and areas where state endangered, threatened, and special concern species potentially could exist. Some species, like the blue spotted salamander, a state species of special concern, have relatively small home ranges and are less able to move to a new location compared to other species that are more mobile, like most bird species.

M. Buffington indicated he had exchanged some emails with G. Quartucci regarding the blue spotted salamander. The environmental team verified that the blue spotted salamander was located within alternative 10A, and although it was not spotted in alternative 10B, that there were at least breeding areas identified. M. Buffington explained that the blue spotted salamander utilized vernal pools for survival, so these locations should be identified and impacts avoided as possible. He indicated that no resource agencies had jurisdiction to protect the blue spotted salamander or its environment, but that the project team should be aware that this species is of special concern to IDNR.

Alternative Analysis:

i.

Alternative 10B appears to better avoid and minimize impacts upon forests and wetlands compared to Alternative 10A. However, both Section 10 alternatives are likely to impact potential blue-spotted salamander habitat. Just because the species was only found in Alternative 10A does not mean that it does not exist in 10B as this entire area is a complex of wetlands and forested habitats that could serve as salamander habitat.

This comment was addressed under the blue spotted salamander discussion.

Only one alternative was provided for Section 11. Appendix A provides some justification for the single Section 11 alternative, but additional information would be beneficial.

Project team members indicated that further discussion and information regarding justification for the single Section 11 alternative would be provided in the DEIS.

Illiana Corridor Phase 2 Study

Alternative 12C-2A provides the greatest avoidance of the highest quality habitats near the I-65 interchange, particularly forests. However, it is difficult to determine the footprint of each interchange alternative based on the figures provided, and therefore, difficult to evaluate impacts and avoidance.

M. Buffington was provided map and legend showing the various I-65 interchange alternatives from the Section 3.0 Map Set included in the DEIS. He indicated that this more clearly showed the different alternatives and environmental resources, and would better enable him to determine not only what resources were impacted, but also which resources were avoided.

The meeting concluded at approximately 1:45 PM (Eastern).

Attendees:

Matt Buffington, Indiana DNR
Joyce Newland, FHWA
Jim Earl, INDOT
Laura Hilden, INDOT
Ken McMullen, INDOT
Paul Mykytka, Parsons Brinckerhoff
Rick Rampone, Parsons Brinckerhoff

Remote Attendees (via conference call)

Matt Fuller, FHWA
Janice Osadczuk, FHWA
Greg Quartucci, Cardno JFNew
Jeremy Sheets, Cardno JFNew
Laila Reich, Huff & Huff
Steve Ott, Parsons Brinckerhoff
Rick Powell, Parsons Brinckerhoff
David McGibbon, Parsons Brinckerhoff
Melissa McGee, Parsons Brinckerhoff



ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

**NEPA/404 Merger
Team Meeting**
October 23, 2013

Tier Two






Presentation Agenda

- Public Coordination and comments on ACFTM
- Alternatives to be Carried Forward Update
- Request for Concurrence
- Next Steps
- Other Items

Tier Two








Public Coordination and Comments on ACFTM

Tier Two






Public Coordination



Tier Two

- Oct. 9 – Residents of Foxtail Commons
 - General questions about alternatives and the land acquisition process
- Oct. 11- Florence Twp. and Village of Symerton
 - Discussions about road connectivity, IL-53 alternatives and other issues
- Oct. 17 – CMAP Policy Committee
 - Presentations, public comment and vote for inclusion in CMAP GO TO 2040 fiscally constrained plan
- Oct. 22 – Indiana DNR coordination
 - Wildlife crossing coordination, blue-spotted salamander, general alternatives discussion



ACFTM Comments



- **City of Joliet**
 - Prefers a connection at IL 53
- **Midewin**
 - Still prefers a connection south of Wilmington
 - Would like to study removal of the I-55 New River Road connection
 - Alternatives from Sections 1-4 provide an adequate basis for evaluation
 - Emphasis on mitigation in Tier Two, given the alternatives
 - Traffic, noise, light, habitat, connectivity, prescribed burning, Section 106



5

ACFTM Comments



- **ELPC/Openlands/Sierra Club**
 - Supports CMAP staff recommendation for not including in GO TO 2040 fiscally constrained plan
 - Questions on traffic modeling numbers at IL-53 and Illiana interchange
 - Effects on natural resources; bird rookery at Luther's Island (Kankakee River)
 - Request to study compounded effects to resources on a much larger scale



6



Alternatives to be Carried Forward Update

Tier Two





September 25, 2013 Comments and Coordination

Overall Comment

- Agencies questioned how their comments will be incorporated in the FEIS under MAP-21
 - FHWA intent is to have a process with appropriate coordination to ensure DEIS comments are addressed

September 25, 2013 Comments and Coordination

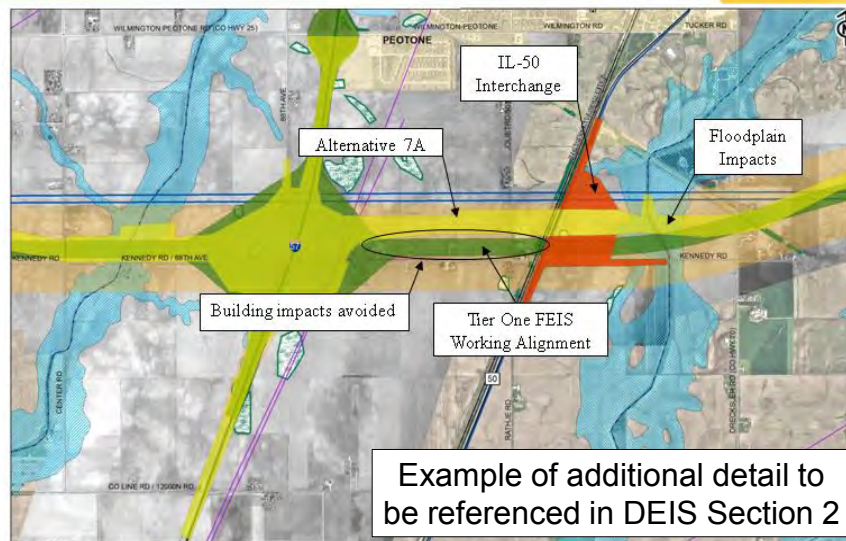


USEPA

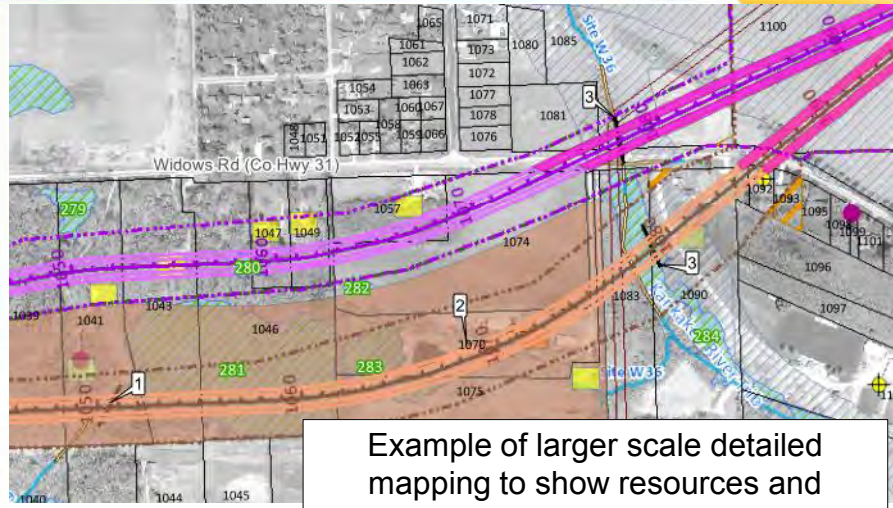
- Requested GIS database for verification of impacts; pointed out discrepancies in map book tables provided in ACFTM
 - GIS info provided
- Asked about the timetable for identifying a preferred alternative
 - May identify in the DEIS November 2013; otherwise, would identify following public comment period
- Requested better graphics to clearly distinguish between alternatives
 - See examples



September 25, 2013 Comments and Coordination



September 25, 2013 Comments and Coordination



September 25, 2013 Comments and Coordination



USEPA (continued)

- Requested details on bridge lengths, wildlife connectivity and bicycle/pedestrian accommodations
 - Will be identified in the DEIS



September 25, 2013 Comments and Coordination



USACE



- (with USEPA) Requested identification of opportunities for further impact avoidance
 - Example – 4 acre wetland in middle of Lorenzo Rd. interchange; **study team looking into ways to do this within the context of the DEIS**
- Impact avoidance potential where multiple alternatives exist
 - Which alternative is least impacting or has highest potential for impact avoidance?
 - **There are several considerations**



1.3

September 25, 2013 Comments and Coordination



USACE (continued)



- Alternatives 3B and 3F are preferred over Alternative 3A from a resource protection standpoint
- Martin Long Road: higher wetland impact as compared to other alternatives
 - Access changed to Symerton Road
- 128th Avenue: may result in impacts under one of the alternatives; adjacent alternatives available
- Kedzie Avenue: may result in impact to a stream; Western Avenue would not



1.4

September 25, 2013 Comments and Coordination



USACE (continued)



- Yates Avenue: results in wetland impacts; Klemme Road would not
- White Oak Ave: may result in impacts to wetlands; adjacent alternatives available
- Holtz Road: may result in impacts; Marshall Street would not
- Modifying frontage road access could have an effect on resulting impacts
- Alternative 6A has less wetland impacts than Alternative 6B and is preferred from a resource protection standpoint



1.5

September 25, 2013 Comments and Coordination



Response to USACE Road Connectivity Comments



- Coordination of local access is a careful balance of economic justification with stakeholder input
- Coordination with:
 - Emergency services
 - School districts
 - Township, Municipal and County officials
 - IL and IN Farm Bureaus
 - Landowners
- After initial priorities established, look for ways to minimize impacts while maintaining connectivity plan



1.6

September 25, 2013 Comments and Coordination



Response to USACE Alternative 6B Comments

- Alternative 6B was largely the result of stakeholder coordination
- February property owner meetings and Will County Farm Bureau input to reduce property severances and maintain integrity of farm operations
- No high quality FQI >20 wetlands impacted
- Potential to further reduce wetland impacts along 6B



1.7

September 25, 2013 Comments and Coordination



USDOI-FWS

- Discussion about stormwater BMPs
 - Study team is proposing capture of first 0.75"
 - Elgin O'Hare project used 1.25"
 - 0.75" reflects Will County ordinance, 1.25" reflects DuPage County ordinance
- Discussion about lawsuit, CMAP coordination issues
 - IDOT and INDOT have intervened in lawsuit
 - Not currently authorized to comment



1.8

September 25, 2013 Comments and Coordination



USDA-FS Midewin

- Questioned how T&E impacts are shown in ACFTM
 - August 6 presentation showed potential habitat in area
 - ACFTM shows where specific species are present, and provides additional description

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September 25, 2013 Comments and Coordination



IDEM

- Alt 10B has lower forest AND wetland impacts than Alt 10A in ACFTM
 - Study team concurs; this represents a change in footprint and screening; 10B wetland impact was 0.9 ac higher than 10A in August 6 presentation, 1.1 ac lower in ACFTM
- Prefers Alt 10B and 12C-2A in comparison to other Alts
- Suggested further changes to 10B to avoid business impacts
 - Study team is investigating
- Suggested bridges above wetlands be of adequate height to allow sunlight penetration
 - Study team is investigating

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September 25, 2013 Comments and Coordination



IDEM (continued)



- Requested additional soil boring data when available; prioritize Section 9, Wetland Complex, B-W37 which will be bridged by the Illiana
- Suggested 3 locations as candidates for wildlife crossings
 - To be discussed with IN DNR comment
- Further discussion of wetland BMPs and how they should function and not impact the wetland itself
- Further discussion of drainage channels created where defined channels are not present today
- Suggested improvements to graphics and organization of the EIS
- October 9, 2013 concurrence email



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September 25, 2013 Comments and Coordination



Indiana DNR



- (with IDEM) inquired where study was in design process and % complete design when handed to P3 developer
 - 15% approximate design level for P3 bid
- Questioned how the P3 developer will be accountable to resource protection
 - P3 must follow all permit conditions
- Recommended 50' buffer width both sides of streams
 - Study team is investigating
- Recommended general locations for tree replacement
 - Study team is investigating



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September 25, 2013 Comments and Coordination



Indiana DNR (continued)

- Comment on graphics quality in ACFTM
 - See earlier USEPA response
- Discussion on blue spotted salamander avoidance
- Suggested additional wildlife crossing locations
 - Discuss prioritization of crossings
- Commentary on alternatives, favoring 9B, 10B, and 12C-2A. Discussion on selection of Alt 11A as single alternative in that section
 - Constraints led to selection of single alternative as most reasonable
- October 21, 2013 concurrence letter



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Sustainable Opportunity Areas



Potential Opportunities for Wildlife Crossing Locations

- Illinois
 - Kankakee River
 - Unnamed Tributary of the Kankakee River
 - Forked Creek
 - South Branch Forked Creek
 - Black Walnut Creek
 - Pike Creek
- Indiana
 - Unnamed Tributary of West Creek #2
 - McConnell Ditch
 - Unnamed Tributary of McConnell Ditch
 - Cedar Creek
 - Wetland b-w31-pem (Tributary to Cedar Creek)
 - West Creek*
 - Wetland b-w37 Complex in Section 9 east of McConnell Ditch*
 - Wetland b-w31 Complex in Section 10*
 - Spring Run*
 - Spring Run tributary*
 - Griesel Ditch*



*additional potential locations suggested subsequent to the 9-25-13 briefing

24

September 25, 2013 Comments and Coordination



Indiana SHPO

- Four below-ground properties warrant further investigation
- Two listed or eligible above-ground properties; none w/adverse effect
- No preference on Section 9A/9B; recognize advantages to Alternative 12C-2A
- Concurrence with range of alternatives carried forward in ACFTM

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September 25, 2013 Comments and Coordination



Illinois SHPO

- Approximately 10 below-ground properties warrant further investigation
- 13 listed or eligible above-ground properties
 - consultation with SHPO ongoing
- Info provided to SHPO on two additional properties

26



September 25, 2013 Comments and Coordination



IL Dept. of Agriculture

- Requested how the study coordinated with Will County Farm Bureau
- Coordination has primarily been with drainage, farm accessibility, and road closure issues
 - Request to have local tiling installers perform or oversee the work

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Biological Assessment for Section 7 Consultation



- Description of species/habitat
- Environmental Baseline
- Effects of the Action
- Determination of the Effect

– Hine's Emerald Dragonfly	– Leafy Prairie Clover
– Eastern Massasauga	– Mead's Milkweed
– Sheepsnose mussel	– Eryngium Stem Borer
– Snuffbox mussel	– Indiana Bat
– Eastern Prairie Fringed Orchid	– Northern Long-Eared Bat
– Lakeside Daisy	– Karner Blue Butterfly
	– Pitcher's Thistle

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Context Sensitive Treatment at 4(f) Resources

Tier Two



- Alt US 66 treatment
- Wauponsee Glacial Trail relocation



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Request for Concurrence

Tier Two



Request for Concurrence

Tier Two



- Alternatives to be Carried Forward request for concurrence - discussion

34



Next Steps

Tier Two



Tier Two Stakeholder Outreach



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Next Steps

- Tier Two Draft EIS – November 2013 tentative
- Tier Two Public Hearing – December 2013 tentative
- NIRPC Coordination
 - Plan Amendment Public Hearings Nov. 2013
 - Full Commission adoption meeting Dec. 12, 2013



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Next Steps

- NEPA/404 Preferred Alternative coordination - early 2014
- Final EIS and ROD - Spring 2014
 - May be combined “single document” as in Tier One



3.5

Alternatives in DEIS

- A small number of representative mainline alternatives spanning the entire length of corridor
- Assembled from sectional alternatives
- DEIS may identify a preferred alternative



MEETING SIGN-IN SHEET

Date: October 23, 2013

Location: Parsons Brinckerhoff Office - Indianapolis

Purpose: NEPA Concurrence Request - Alternatives to be Carried Forward

Name	Representing	Email Address
1. <u>Rick Rampone</u>	<u>Parsons Brinckerhoff</u>	<u>rampone@pbworld.com</u>
2. <u>Joyce Newland</u>	<u>FHWA - IN DIV</u>	<u>joyce.newland@dot.gov</u>
3. <u>Matt Buffington</u>	<u>IDNR - Fish & Wildlife</u>	<u>mbuffington@dnr.in.gov</u>
4. <u>Laura Hilden</u>	<u>IN DOT</u>	<u>lhilden@indot.in.gov</u>
5. <u>Ken McMullen</u>	<u>IN DOT</u>	<u>KMcMullen@indot.in.gov</u>
6. <u>Paul Mykytka</u>	<u>Parsons Brinckerhoff</u>	<u>mykytka@pbworld.com</u>
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Illiana Corridor Phase I Study

Meeting Summary NEPA/404 Informational Meeting

Date: October 23, 2013

Time: 9:00 AM CDT

Location: Conference Call

A meeting was held by web conference / call to provide updates and responses to questions and issues raised during the previous NEPA/404 Illiana Corridor web conference / call on September 25, 2013, and to request concurrence with the range of alternatives to be carried forward for detailed study in the Tier Two DEIS. Attendees on the call from Parsons Brinckerhoff's Indianapolis office signed an attendance sheet; others identified themselves on the call.

R. Powell, PB, gave a Power Point presentation that addressed responses to the questions and issues raised in the previous NEPA/404 Merger meeting of September 25, recent public coordination activities, and next steps in the process. During, and following the presentation, the following discussions took place.

- 1) W. Spang (Midewin) concurred with the characterization of Midewin's ACFTM letter, and stated that these concerns were not new and were ongoing.
- 2) M. Fuller (FHWA) re-stated that the intent was to have the same approach as Tier One, where resource agencies would have input following the DEIS comment period to ensure their concerns were addressed under the new MAP-21 policies.
- 3) K. Westlake (FHWA) stated that the graphics shown in the presentation were much clearer than those commented on by N. West as needing improvement.
- 4) S. Hall (USACE) discussed a previous comment regarding the 4 acres of wetland at Lorenzo Road previously shown as an impact. S. Ott S. Hall
- 5) S. Cirton (FWS-IL) stated that he would continue to ask for a higher storm water capture rate than the 0.75 inch previously proposed by the Illiana study team, stating his desire for the higher 1.25 inch storm water capture used on the Elgin O'Hare project.. K. Westlake stated they would like to see the project err on the side of more capture to accommodate the other growth that may follow the project. E. Pelloso stated the importance of implementing requirements across the project limits.
- 6) M. Buffington (IN DNR) stated that not everything in the resource agencies' purview is discussed in the EIS process, and he has concerns on how the P3 developer will be held accountable. There needs to be another level of commitment. W. Zyznieuski stated that the project commitments made in the EIS would be enforced by the DOT's as well as the P3 developer needing to meet any permit conditions. There was an extensive discussion of BMPs including wildlife crossings that followed. E. Pelloso indicated that there was an imbalance in crossing opportunities between IL and IN (IN had more, due to additional requests from IN state resource agencies input. K. Westlake asked the study team the level of commitment envisioned. With the P3 development, he suggested commitments

Illiana Corridor Phase I Study

need to be taken up now. S. Schilke indicated there will be change between the DEIS and FEIS, and that public comment on the DEIS would help determine the project commitments, including wildlife crossing number and location.

- 7) E. Leonard inquired on who would maintain opportunity areas if they are outside the corridor. The study continues to collect commentary and foresees getting more specific as part of the preferred alternative concurrence. If all potential opportunities are included in the DEIS, the study may raise expectations unrealistically.
- 8) S. Cirton stated that the FWS typically provides commentary on the DEIS in letter form. If there is a combined FEIS/ROD as in Tier One, it is more important to identify the commitments up front.
- 9) E. Pelloso asked if we had coordinated with Forest Preserve District of Will County (FPDWC), and had they provided additional input on wildlife crossings and BMP's. S. Schilke responded that the IL opportunity areas included the major crossings of FPDWC's concern, but that the study would continue to coordinate with them. E. Pelloso indicated that she had additional candidates.
- 10) K. Westlake suggested the Illiana study look at providing wildlife connectivity in Medewin (possibly across IL-53 north of the project) as a potential mitigation measure for cumulative impacts. S. Schilke stated the mitigation may hinge on which IL-53 interchange option is chosen, since some options actually reduce projected traffic impacts from the No-Action baseline.
- 11) K. Westlake asked if USEPA could receive a copy of the Biological Assessment (BA) concurrently with FWS. S. Cirton did not object with their receiving a copy given its draft status, and requested a copy also be provided to E. McCloskey of the FWS Chesterton, IN office.
- 12) Matt Fuller polled the group as to their concurrence. K. Westlake concurred on behalf of USEPA, and stated a follow up letter would be provided to reiterate some points that were made during the meeting. S. Hall concurred on behalf of USACE. S. Cirton concurred on behalf of FWS-Barrington IL, but indicated that he would need to coordinate with E. McCloskey to get her input on behalf of FWS-Chesterton, IN. S. Hamer concurred on behalf of IL DNR. T. Savko concurred on behalf of IDOA. XX concurred on behalf of IEPA. Three IN agencies had sent prior written concurrences – IN DNR, IDEM, and IN DNR (SHPO). No position was stated by IHPA.
- 13) K. Westlake and E. Pelloso requested a 60 day comment period given the preliminary project schedule of issuing the DEIS at end of November, holding public hearings in mid December, and tentative close of comment period in mid-January. They stated the project would buy some goodwill by allowing extra time to prepare comments in consideration of holidays in December and January.

The meeting concluded at approximately 10:30 AM CDT/11:30 AM EDT.

Attendees:

See attached (sign in from Indianapolis who attended in person)

Remote Attendees:

Matt Fuller – FHWA
Katie Kukielka – AECOM
Steve Schilke – IDOT



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Walt Zyznieuski – IDOT BDE
Rick Powell – Parsons Brinckerhoff
Dave McGibbon - Parsons Brinckerhoff
Melissa McGhee - Parsons Brinckerhoff
Steve Ott - Parsons Brinckerhoff
Ed Leonard - Parsons Brinckerhoff
Liz Pelloso – USEPA
Ken Westlake – USEPA
Soren Hall – USACE
Shawn Cirton – FWS
Terry Savko – IDOA
Bob Hommes – Midewin FS-USDA
Wade Spang – Midewin FS-USDA
M. Matkovic – CBBEL
? – IEPA
Others?

RESOURCE AGENCY BIOLOGICAL ASSESSMENT COORDINATION MEETING SUMMARY

Date: October 24, 2013
Time: 2:00 PM
Location: U.S. Fish & Wildlife Service, 1250 Grove Street, Barrington, IL

Upon completion of the Draft Biological Assessment (BA), the project team continued informal Section 7 Consultation with the U.S. Fish & Wildlife Service (USFWS) and delivered the Draft BA to the Illinois USFWS for their review. The Illinois Department of Transportation (IDOT) provided a preliminary draft copy of the BA to the Illinois USFWS to obtain initial feedback and assist the project team in maintaining the DEIS schedule.

After introductions, S. Schilke presented the Draft BA to S. Cirton of the USFWS.

S. Schilke and J. Novak provided a brief summary of the status of the project. S. Schilke mentioned that a copy of the BA is being delivered to the Indiana USFWS office. J. Novak summarized the approach to writing the BA, stating that guidance on document formatting provided earlier by S. Cirton was utilized. Minor formatting changes were incorporated to provide additional information similar to that provided for the recent IDOT Illinois Route 22 BA for the eastern prairie fringed orchid (*Platanthera leucophaea*). J. Novak stated that the BA was prepared to assess impacts to all species in relation to the proposed Illiana Corridor listed on the USFWS Endangered Species Act: Section 7 (a)(2) website for Will County, Illinois and Lake County, Indiana (see Table ES-1 within the BA). J. Novak then summarized the Effect Determination findings for each species per Table ES-1. S. Cirton stated that the Effect Determinations within the Draft BA may change based on discussions at the meeting and after his review. S. Cirton mentioned that the status of the northern long-eared bat (*Myotis septentrionalis*) should be changed to 'proposed for listing' within the BA instead of Candidate species.

S. Cirton inquired why the northern long-eared bat Effect Determination was "not likely to adversely affect". J. Novak explained that because habitat for the northern long-eared bat is similar to the Indiana bat (*Myotis sodalis*) and based on the tree clearing restriction timeframe (October 16 to March 31), it was assumed that the impacts to the northern long-eared bat would be avoided. S. Cirton indicated that the effects determination for the northern long-eared bat should be changed. S. Cirton indicated that it could be stated as "may affect, but not likely to adversely affect", but this could change based on the USFWS review. S. Cirton indicated that bat numbers are dropping so dramatically due to white-nose syndrome that their office is now looking at protection of all habitat, including their summer habitat. Therefore, the USFWS is reassessing their stance on tree clearing as an avoidance measure for bats.

Illiana Corridor Phase I Study

S. Cirton stated that the northern long-eared bat is actually more of a habitat generalist than the Indiana bat. L. Reich stated that the “not likely to adversely affect” determination was also based upon the distance of the closest hibernacula to the Illiana Corridor. S. Cirton stated that Blackball Mine, the closest hibernacula to the Illiana Corridor, is actually 40 miles away, which is a distance that bats travel. S. Cirton stated that the USFWS has records for the northern long-eared bat in other locations near the Illiana Corridor aside from those documented in the BA. S. Cirton also stated that no definite decision has been made regarding how minimization/avoidance of impacts to the northern long-eared bat will be handled; however, measures to minimize impacts/avoid impacts to this species will likely be similar to the Indiana bat.

S. Cirton mentioned that the USFWS bat experts are looking more closely at habitat and specific locations where the northern long-eared bat may be present in general. W. Zyznieuski stated that previous Illinois Natural History Survey (INHS) assessments for the Indiana bat within IDOT District 1 could serve as a useful tool to document the absence of the northern long-eared bat within District 1. S. Cirton reiterated that a different approach may be used for the northern long-eared bat and that tree clearing restrictions may not suffice as the primary tool for avoidance. S. Cirton stated that because of white nose syndrome, summer habitat is growing in importance and that tree clearing protocols may change.

S. Schilke asked if the tree clearing restriction does not suffice, would this change the effect determination or would it change the mitigation. S. Schilke mentioned that tree replacement could occur in areas where replacement of suitable habitat could be achieved. S. Cirton stated that young, replacement trees wouldn’t really serve as habitat in the short term. S. Cirton stated that the northern long-eared bat determination would likely be changed to “likely to adversely affect” and that he will discuss this with the USFWS bat experts. S. Schilke requested input from the USFWS on how to mitigate potential impacts to the northern long-eared bat. S. Cirton reiterated avoidance of impacts to the northern long-eared bat. S. Schilke stated that 1:1 replacement of impacted trees can help to mitigate where avoidance is not possible. J. Novak mentioned that transplantation of dead mature trees with intact bark into a habitat area was a short-to-medium term mitigation measure that had been successfully used in the past.

J. Novak summarized listed species within Lake County, Indiana and mentioned Appendix M (USFWS Correspondence concerning the Indiana bat in Northeast Illinois) within the BA. J. Novak also went through the overall structure of the BA.

S. Cirton inquired about mussel surveys within the Kankakee River, specifically in relation to the sheepsnose mussel (*Plethobasus cyphus*). J. Novak stated that surveys were conducted and that a fresh dead specimen of the sheepsnose was collected approximately 1,200 feet downstream of its confluence with Forked Creek during field surveys by the INHS. J. Novak also discussed measures to avoid impacts to the sheepsnose mussel, which include pre-construction mussel surveys to relocate all native mussel within the stretch of the Kankakee River proposed for in-stream work, as well as

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in-stream work timeframe restrictions (i.e. during the spawning timeframe of the sheepsnose host fish, the sauger [*Sander canadensis*]). S. Cirton inquired about where sustainability opportunity areas are being used in relation to the sheepsnose mussel and construction of the Kankakee River Bridge. S. Cirton stated that these should be identified within the BA. S. Ott mentioned that the effects evaluation utilized Best Management Practices (BMPs) outlined in the Sustainability Opportunity Areas Technical Memorandum (Christopher B. Burke Engineering, Ltd., 2013).

In addition to the BMPs that are being proposed, S. Ott mentioned that avoidance measures such as avoiding or minimizing impacts to large forested area (Forested Site 8), located east of the proposed I-65 and Illiana interchange were considered in locating the alignment alternatives relative to bat habitat protection.

S. Ott stated that an electronic Word version of the BA has been provided to S. Cirton so that he can edit or add comments directly to the document.

S. Cirton stated that he will work with the project team to come up with measures to minimize impacts to those species that may be impacted so that the formal review process is not needed. If a species is determined to be adversely affected, the formal process is required.

S. Schilke discussed the next steps for the BA process, mentioning that the USEPA has requested a copy of the BA. S. Cirton stated that the BA may be sent to the USEPA for their comment. S. Schilke stated that the DEIS will be finalized in November and inquired about the USFWS schedule for review of the BA. S. Cirton stated that it typically takes 30 days to review the draft and at that time it will be determined if formal consultation is needed. S. Cirton stated that if formal consultation is required, the USFWS has 135 days to review. S. Schilke stated that the project team would need to know if the BA will go to formal consultation by mid-November in order to include in the DEIS. S. Cirton stated that he can review the draft BA by November 15. S. Cirton also mentioned that the Indiana USFWS office will need to complete their review by November 15 as well. M. Fuller also stated that information from the BA will be included in the DEIS whether consultation is formal or informal.

IDOT and the FHWA indicated that they would like to initiate formal consultation, if required, as soon as possible to meet NEPA schedules.

The meeting concluded at approximately 3:40 PM.

Attendees:

Shawn Cirton – U.S. Fish and Wildlife Service
Matt Fuller – Federal Highway Administration
Steve Schilke – IDOT
Walter Zyznieuski – IDOT (phone)
Susan Dees Hargrove – IDOT (phone)



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Felecia Hurley – IDOT (phone)
Tom Brooks – IDOT (phone)
Steve Ott – Parsons Brinkerhoff
Rick Powell – Parsons Brinkerhoff
Katie Kukielka – IDOT/AECOM
Jim Novak – Huff & Huff, Inc.
Lailah Reich – Huff & Huff, Inc.



January 25, 2013

To: Illiana Corridor Team

Re: Washington Township Input Regarding Illiana Expressway

Supervisor

Robert Howard

Assessor

Carol Ann Blume

Highway Commissioner

Jerry K. Meyer

Clerk

Joe Burgess

Trustees

Elmer Becker

Ted Deery

Patricia Peters

Dan Waterman

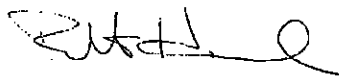
I would like to thank you at this time for the opportunity to provide input in the initial design and refinement process. Township government is somewhat unique in relationship to the other taxing bodies. The Town Board and Assessor of the township governing body represent both the residents in the incorporated area and unincorporated area. The Highway Commissioner maintains and improves the roads only in the unincorporated areas and the municipality maintains and improves the roads inside of, and adjacent to, the municipal boundaries. Township government is also one of the more accessible forms of government available to the people. We receive a constant stream of input daily from our residents, covering a multitude of issues. In most cases, we are able to provide guidance to direct them to the proper authority. One of our greatest concerns is that the construction of the Illiana expressway will virtually cut the Washington Township into a northern and southern portion.

In addition, the township board would like to address some concerns regarding the quality of life and possible life safety concerns that may be impacted as a result of the Illiana expressway:

- Will there be a liaison between the township and IDOT that will provide consistent communication regarding any changes, notifications, or educational information that will allow us to keep residents informed.
- Will there be a way for us to address any issues or concerns that may arise? For example: during soil borings, someone suspects a field tile was hit, who would we contact?
- What is the process of notification of testing services, surveyors and/or field study teams?
- Will a survey be conducted of existing field tiles, and who will be responsible for the repair and reconnection?
- What is the impact on local access between the north and south portions of the Township that include: Fire Department and Law Enforcement emergency vehicles and equipment, Township and Highway vehicles, Dial-A-Ride buses, and agricultural equipment?
- Will there be signs posted to make residents aware of turn-arounds, dead-ends, etc.? Also, how will this affect the postal service?

- The Actual loss of miles of roads in the township may have an effect on Motor Fuel Tax (MFT) monies on both a township and county level, and also the loss of revenue due to rapid annexation, and eventually the need for future Highway Commissioners within townships. Do you foresee this happening?
- What effect will the expressway have on the Eastern Will County Dial-A-Ride Program?
- Will types of sound abatement be provided in the form of berms, vegetation, sound panels, set-backs etc.? When in the planning process, will the proximity and density of residences to be sound abated, be determined?
- Who will address photo metrics?
- Will the Township Planning Commission board have the opportunity to review the landscaping plans, type of sound panels, etc.?
- Due to the potential loss of revenue created by the removal of the property that the expressway will utilize, and due to the recent creation of the P3 legislation, we would like to address recapturing some of the lost revenue by studying assessments on private advertisement signage and maintenance facilities.
- Currently, the proposed crossovers/underpasses are State Line and Yates, and future Interchanges are at RT1 and Ashland. Can we combine an overpass/underpass with a multi-use trail at Cottage Grove?
- What will the proposed locations of borrow pits be? And what types of borrow pits; filled with organic or wet, will be used?
- What is the investment potential for taxing bodies?

Sincerely,



Robert Howard
Washington Township Supervisor

May 22, 2013

Dear Mr. Howard:

Thank you for your January 25, 2013 letter regarding Washington Township Input for the Illiana Corridor Study. We apologize for the delay in providing our response. Our response to your comments/concerns will follow the order they were presented in your letter:

1. Liaison with Township: The best way to get in touch with Steve Schilke, the Illiana Project Manager is through Katie Kukielka, the Project Management Coordinator for the Illiana. Katie can be reached at:
Ms. Katie Kukielka, P. E.
Illiana Corridor Study Management Consultant
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196
(847) 705-4126 – Phone
Katie.kukielka@illinois.gov
2. Contact regarding project issues/concerns: A landowner outreach program has been established for the Illiana Corridor project. Each landowner/property in the corridor has been assigned an outreach representative who can address issues and concerns that arise with landowners. In regard to potential property damages caused by survey work, the surveyor on site is responsible for documenting damages and providing damages claim forms to IDOT and the landowner. If a landowner is concerned about property damages they should contact their Landowner Outreach Representative immediately by calling (855) 455-4560. Field team notification Protocol: Our field team must follow our Property Entry Protocol, which includes: Providing a minimum of 24 hour notice to the landowners (48 hours for geotechnical work), knock/announce presence on the property, Identify self and provide business card(s) and a copy of the right-of-entry letters mailed to all property owners of record within the corridor, provide field work in a safe and respectful manner and exit A copy of the full Property Entry Protocol is attached for your reference.
3. Field tile survey: As part of landowner outreach activities, the study team has requested field tile locations from landowners we have had contact with at Landowner & Public Meetings, as well as written or verbal inquiries. If you are

aware of specific field tile locations, we would appreciate as much information as you can provide. This may be done by contacting Katie Kukielka .

Field tiles identified during the Illiana Corridor study process will be analyzed as part of our Location Drainage Study. Any damages caused to field tiles either during study activities or construction, must be repaired and/or replaced by IDOT.

4. Closure of North-South Roads: Tier Two activities are in progress and include detailed investigations to determine an approximate 400-foot width Alternative B3 alignment within the 2,000-foot planning corridor. These efforts include identifying potential access locations, impacts to cross streets and local street connectivity. Initial road connectivity recommendations were determined using an economic analysis, and are being refined based upon information provided by local governments, landowners, police, fire and emergency response teams. Further coordination will help determine where crossings may need to be located, or where alternative access may be provided. Efforts will be made to maintain existing routes to the extent feasible. As this process moves forward, coordination efforts with affected communities will continue to be part of our study process allowing them opportunities to investigate and consider land use & development plans compatible with their vision for future growth. Where routes cannot be maintained, either during construction or as part of the facility plan, alternative routing will be evaluated to minimize the change in travel patterns. Preliminary determinations were presented at the April 16 and April 18, 2013 Public Meetings. Comments received from these meetings, ongoing stakeholder meetings, as well as continued survey data collected, are being analyzed to further refine the alignment and impacts to local and adjacent roadways. As of today, the following is the status of roads in or near Washington Township in Illinois:

- Kedzie Avenue – Open, Western Avenue – Closed, Ashland Avenue, Open, Route 1 – Open, Cottage Grove – Closed, Stoney Island – Closed, Yates Avenue – Open, Klemme Road – Closed, State Line Road – Open.

These findings will continue to be refined and will be compiled and presented at our upcoming public meetings to be held on June 17 & 18, 2013. Information received from these meetings will enable further analyses to determine a final alignment, access and crossing locations to be presented at a fall 2013 Public Hearing.

5. Signing and Postal Deliveries: Roads that are determined to be closed and/or re-routed to maintain connectivity will be signed as appropriate and in accordance with the Manual on Universal Traffic Control Devices (MUTCD). Coordination

with local Postal authorities will be included as part of the Corridor crossings analysis.

6. Loss of Township Road miles: It is not anticipated that construction of the Illiana Corridor will reduce the amount of Township road miles. Land use planning and annexation would be consistent with current planning and zoning procedures followed by the local agencies.
7. Impact to Dial-A-Ride Program: It would be our understanding that your reference is to connectivity of roadways traveled. Travel would be applicable to comment response 5.
8. Sound Abatement: The Illiana Corridor Study follows the National Environmental Policy Act (NEPA) study requirements, which includes a traffic noise impact analysis conducted in accordance with the IDOT and INDOT noise policies. This analysis is conducted to identify future traffic noise impacts and evaluate the feasibility and reasonableness of abatement measures using the FHWA Traffic Noise Model. Noise abatement measures could include, but are not limited to, earth berms, noise walls, traffic management measures, alteration of horizontal & vertical alignments, soundproofing of buildings and acquisition of property to serve as a buffer zone. Noise and vibration issues will be evaluated on a case-by-case basis and will be discussed at public meetings and hearings. More detailed information will become available as we continue with Tier Two activities.
9. Photometrics: Lighting that may be included on the Illiana Corridor would be in accordance with IDOT and/or INDOT lighting design requirements, including a photometric analysis.
10. Township review of landscape/enhancement plans: Detailed landscape plans and types of sound wall panels, should they be warranted, are determined during the contract plan preparation stage subsequent to the Tier One/Tier Two EIS studies. Coordination with local agencies is typical during this process.

11. Lost Revenue, potential for assessments: Advertising signage adjacent to the Illiana Corridor would be in accordance with current governing criteria for signage adjacent to Illinois state highways. Maintenance facilities would be in accordance with the applicable local building code ordinances.
12. Cottage Grove crossing and Multi-Use trail: As noted in response 5, crossings of the Illiana Corridor are currently being investigated and determined. The most recent proposal is listed above.
13. Borrow Pit Locations: Borrow pit type and location(s) are determined during the construction stages of the project.
14. Investment Potential for Taxing bodies: A more specific financial plan will be determined as part of our Tier Two Studies. Funding source opportunities include public funds, private funds and a combination of public and private funds as authorized under Illinois and Indiana legislative approval for a Public-Private Partnership (P3). Taxing body jurisdiction/responsibilities would be consistent with those abided by current public highway/toll facility(ies).

Thank you for providing me with the opportunity to respond to your questions and concerns. We encourage your continued interest in the Illiana Corridor Study and again, please accept my apologies for the delayed reply. Please check out the project website for the most recent project information at: www.ilianacorridor.org .

Sincerely,

John Fortmann, P.E.
Acting Deputy Director of Highway
Region One Engineer
Illinois Department of Transportation

Cc: Steve Schilke
Illiana Corridor - Project Manager

June 26, 2013

Dear Mr. Stanula:

We received a letter from the former Washington Township Supervisor, Robert Howard, on January 25, 2013 which listed some questions he had regarding the Illiana Corridor Study. We have provided a copy of the original letter for your reference, and are providing you with our responses. The responses below follow the order they were presented in the original letter:

- 1. Will there be a liaison between the township and IDOT that will provide consistent communication regarding any changes, notifications, or educational information that will allow us to keep residents informed?**

The best way to get in touch with Steve Schilke, the Illiana Project Manager is through Katie Kukielka, the Project Management Coordinator for the Illiana. Katie can be reached at:

Ms. Katie Kukielka, P. E.
Illiana Corridor Study Management Consultant
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196
(847) 705-4126 – Phone
Katie.kukielka@illinois.gov

- 2. Will there be a way for us to address any issues or concerns that may arise? For example, during soil borings, someone suspects a field tile was hit, who would we contact?**

A landowner outreach program has been established for the Illiana Corridor project. Each landowner/property in the corridor has been assigned an outreach representative who can address issues and concerns that arise with landowners. In regard to potential property damages caused by survey work, the surveyor on site is responsible for documenting damages and providing damages claim forms to IDOT and the landowner. If a landowner is concerned about property damages they should contact their Landowner Outreach Representative immediately by calling (855) 455-4560.

- 3. What is the process of notification of testing services, surveyors, and/or field study teams?**

Our field team must follow our Property Entry Protocol, which includes: providing a minimum of 24 hour notice to the landowners (48 hours for geotechnical work),

knock/announce presence on the property, Identify self and provide business card(s) and a copy of the right-of-entry letters mailed to all property owners of record within the corridor, provide field work in a safe and respectful manner, and exit. A copy of the full Property Entry Protocol is attached for your reference.

4. Will a survey be conducted of existing field tiles, and who will be responsible for the repair and reconnection?

As part of landowner outreach activities, the study team has requested field tile locations from landowners we have been in contact with through Landowner & Public Meetings, as well as written or verbal inquiries. If you are aware of specific field tile locations, we would appreciate as much information as you can provide. This may be done by contacting Katie Kukielka.

Field tiles identified during the Illiana Corridor study process will be analyzed as part of our Location Drainage Study. Any damages caused to field tiles either during study activities or construction activities must be repaired and/or replaced by IDOT.

5. What is the impact on local access between the north and south portions of the Township that include: Fire Department and Law Enforcement emergency vehicles and equipment, Township and Highway vehicles, Dial-A-Ride buses, and agricultural equipment?

Tier Two activities are in progress and include detailed investigations to determine an approximate 400-foot width Alternative B3 alignment within the 2,000-foot planning corridor. These efforts include identifying potential access locations, impacts to cross streets and local street connectivity. Initial road connectivity recommendations were determined using an economic analysis, and are being refined based upon information provided by local governments, landowners, police, fire and emergency response teams. Further coordination will help determine where crossings may need to be located, or where alternative access may be provided. Efforts will be made to maintain existing routes to the extent feasible. As this process moves forward, coordination efforts with affected communities will continue to be part of our study process, allowing them opportunities to investigate and consider land use & development plans compatible with their vision for future growth. When routes cannot be maintained, either during construction or as part of the facility plan, alternative routing will be evaluated to minimize the change in travel patterns. Updated roadway connectivity maps were presented at the June 17 and June 18, 2013 Public Meetings. Comments received from these meetings, ongoing stakeholder meetings, as well as continued survey data collected, are being analyzed to

further refine the alignment and impacts to local and adjacent roadways. As of today, the following is the status of roads in or near Washington Township in Illinois:

- Kedzie Avenue – Open
- Western Avenue – Closed
- Ashland Avenue, Open
- Route 1 – Open
- Cottage Grove – Open
- Stoney Island – Closed
- Yates Avenue – Open
- Klemme Road – Closed
- State Line Road – Open

This list will continue to be refined as we continue Tier Two. Information received from project stakeholders will enable further analyses to determine a final alignment, access points, and crossing locations to be presented at a fall 2013 Public Hearing.

6. Will there be signs posted to make residents aware of turn-arounds, dead-ends, etc.? Also, how will this affect the postal service?

Roads that are determined to be closed and/or re-routed to maintain connectivity will be signed appropriately and in accordance with the Manual on Universal Traffic Control Devices (MUTCD). Coordination with local Postal authorities will be included as part of the Corridor crossings analysis.

7. The actual loss of miles of roads in the township may have an effect on motor fuel tax (MFT) monies on both a township and county level, and also the loss of revenue due to rapid annexation, and eventually the need for future Highway Commissioners within townships. Do you foresee this happening?

It is not anticipated that construction of the Illiana Corridor will reduce the amount of Township road miles. Land use planning and annexation would be consistent with current planning and zoning procedures followed by the local agencies.

8. What effect would the expressway have on the Eastern Will County Dial-A-Ride Program?

It is our understanding that your reference is to connectivity of roadways traveled. Travel would be applicable to comment response 5.

9. What types of sound abatement will be provided in the form of berms, vegetation, sound panels, set-backs, etc.? When in the planning process will the proximity and density of residences to be sound abated be determined?

The Illiana Corridor Study follows the National Environmental Policy Act (NEPA) study requirements, which includes a traffic noise impact analysis conducted in accordance with the IDOT and INDOT noise policies. This analysis is conducted to identify future traffic noise impacts and evaluate the feasibility and reasonableness of abatement measures using the FHWA Traffic Noise Model. Noise abatement measures could include, but are not limited to, earth berms, noise walls, traffic management measures, alteration of horizontal & vertical alignments, soundproofing of buildings and acquisition of property to serve as a buffer zone. Noise and vibration issues will be evaluated on a case-by-case basis and will be discussed at public meetings and hearings. More detailed information will become available as we continue with Tier Two activities.

10. Who will address the photo metrics?

Lighting that may be included on the Illiana Corridor would be in accordance with IDOT and/or INDOT lighting design requirements, including a photometric analysis.

11. Will the Township Planning Commission board have the opportunity to review the landscaping plans, type of sound panels, etc.?

Detailed landscape plans and types of sound wall panels, should they be warranted, are determined during the contract plan preparation stage subsequent to the Tier One/Tier Two EIS studies. Coordination with local agencies is typical during this process.

12. Due to the potential loss of revenue created by the removal of the property that the expressway will utilize, and due to the recent creation of the P3 legislation, we would like to address recapturing some of the lost revenue by studying assessments on private advertisement signage and maintenance facilities.

Advertising signage adjacent to the Illiana Corridor would be in accordance with current governing criteria for signage adjacent to Illinois state highways. Maintenance facilities would be in accordance with the applicable local building code ordinances.

13. Currently, the proposed crossovers/underpasses are State Line and Yates, and future interchanges are at Route 1 and Ashland. Can we combine an overpass/underpass with a multi-use trail at Cottage Grove?

As noted in response 5, crossings of the Illiana Corridor are currently being investigated and determined. Based on the list above, Cottage Grove is currently shown to be open, and there is certainly potential for incorporating a multi-use trail at Cottage Grove. We will take this request into consideration, and recommend that you also coordinate with the Will County Forest Preserve District to affirm that they would be in favor of providing a multi-use trail in this location.

14. What will the proposed location of borrow pits be? And what types of borrow pits; filled with organic or wet, will be used?

Borrow pit type and location(s) are determined during the construction stages of the project. We do not have detailed information on borrow pits at this time.

15. What is the investment potential for taxing bodies?

A more specific financial plan will be determined as part of our Tier Two Studies. Funding source opportunities include public funds, private funds and a combination of public and private funds as authorized under Illinois and Indiana legislative approval for a Public-Private Partnership (P3). Taxing body jurisdiction/responsibilities would be consistent with those abided by current public highway/toll facilities.

We encourage your continued interest in the Illiana Corridor Study. Please check out the project website for the most recent project information at: www.ilianacorridor.org.

Sincerely,

Steve Schilke, P.E.
Project Manager
Illinois Department of Transportation

From: Pat Mussman

Sent: Thursday, March 28, 2013 11:02:32 AM (UTC-06:00) Central Time (US & Canada)

To: 'Kicinski, Greg'; Susinskas, Kesti P.; sstrains@nirpc.org; SLANDSKE@iga.in.gov; h11@in.gov

Subject: The Illiana toll road

WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE – PO BOX 84
LOWELL, INDIANA 46356
219-696-9432
Email: wctpcts1-5@att.net

March 28, 2013

Katie Kukielka, P. E.
IDOT PMC Project Manager
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. Kukielka:

My office wishes to go on the record stating that the proposed ILLIANA corridor/toll way is not a cost effective way to improve truck and automobile travel through Northwest Indiana and North Central Illinois. Purchasing valuable farmland and turning it into another toll road whose negatives far outweigh any possible benefits is not prudent use of taxpayer money.

Tier one was a 2 year multimillion dollar study and was a huge waste of money because it failed to see what the proposed route would do to fire and ambulance districts and school districts. By bisecting townships within Lake County in Indiana and townships within Will County in Illinois it has created a nightmare for first responders and school districts.

The failure of the study to recognize the major secondary roads from lesser used and roads that are not built to handle heavy loads has created a problem going forward.

First, it is our belief that no secondary road should be closed or dead-ended into the Illiana. Taxpayers deserve the right to fire protection and ambulance service not obstructed by road closures. School children should not have to endure longer bus rides to and from school. This is why a road such as this should not be allowed to destroy communities and a way of life.

Second, this road will not be cost effective, nor will it be used the way IDOT, INDOT and Parsons Brinkerhoff have projected. If it was going to be a freeway it would stand a better chance of being used by truck traffic but as a toll road with very limited interchanges it will be a giant white elephant that taxpayers will have to subsidize.

The Illiana toll road will have a very negative impact on the environment. Soil and Water conservation plays an enormous role in the ecology. Farm land has natural waterways and field tiles to control water flow and soil erosion. This road will destroy that natural flow and will

block field tiles from carrying water through the soil to ditches, creeks and streams. This is not good for farmers and wild life.

A far more cost effective way to move traffic would be to do what IDOT did in Illinois when they decided not to build the Prairie Parkway through Kane and Kendall Counties, concentrate on improving existing highways that already carry truck and automobile traffic through areas where development would follow.

A toll road does not encourage the type of development needed or wanted in rural areas. For example, a toll road is designed to carry traffic from Point A to Point B as quickly as possible. Most toll roads have oases to take care of the needs of the travelers including gas and fuel stations, fast food restaurants and rest rooms where there would be minimum wage jobs created. Certainly not big career opportunities for the employees. The other jobs created would be for toll takers. Where is the benefit for the local residents whose lives would be altered forever?

If building another toll road in Indiana would be a draw for truck traffic why isn't the current Indiana East/West toll way being used? If the tolls could be adjusted on the East West toll way to be more user friendly the truck traffic we are trying to route into Chicago would use it and go right over the bridge into the city eliminating the need for the ILLIANA. If trucks won't use the one toll road we already have why would you think they would use another?

A far more cost effective way to move truck traffic would be to widen Indiana State Road 10 making it a 4 lane, limited access highway like US 41 and construct a 4 lane by pass in Illinois around Momence that would connect with Illinois State Routes 1 and 17 on the west side of Momence. Widening State Routes 1 and 17 to 4 lanes would also be far more cost effective than grabbing good farm land and spending billions of dollars to build a toll road.

If we continue to take good, productive farmland out of production someday we will not have enough food to feed our people and the people in many other countries. It just seems to me that as stewards of the taxpayer's money we need to be prudent in how we spend it.

We the people in Lake County Indiana want to redevelop the northern part of our county so that the Gary Chicago Airport can flourish and the area around it from the Illinois State Line through Lake, Porter and LaPorte Counties can grow and industry will move there and create jobs.

We do not need the Illiana Toll Road.

Yours truly,

Harold Mussman,
Trustee

November 21, 2013

Mr. Harold Mussman, Trustee
West Creek Township
11821 West 185th Avenue
Lowell, IN 46356

Dear Trustee Mussman:

Thank you for your March 28, 2013 comments regarding the Illiana Corridor. We apologize for the delay in providing this response. We hope that our intervening correspondence and meetings have addressed these comments and concerns, however, please accept the following as our formal response. Your opposition to the project is acknowledged and your ongoing participation in the study process is appreciated.

Truck and automobile travel through Northwest Indiana and North Central Illinois

As previously discussed, the purpose of the Illiana Corridor is to provide a sustainable transportation solution(s) that will improve regional mobility, alleviate local system congestion, improve local system mobility, and provide for efficient movement of freight in the study area in a manner that complements regional transportation and economic development goals. The study area has already experienced significant population and employment growth over the past 15 to 20 years and additional growth is projected between today and the year 2040, yet the study area lacks east-west Interstates and multi-lane highways that are needed to handle these growth demands. Existing and planned intermodal freight centers, as well as bypass effects of national freight demands further strain the transportation network within the area. Travelers with east-west travel desires are contributing to north-south congestion, as well as I-80 congestion, due to the lack of suitable alternative east-west routes within and through the study area.

After reviewing in excess of 80 proposed corridors, Corridor B3 was identified as one of the most feasible solutions for the study area which would have lower impacts than other corridors while still addressing vital transportation needs. On January 17, 2013 the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) identifying Corridor B3 and the No-Action Alternative to advance into Tier Two of the study for further analysis. The ROD and Tier One Final Environmental Impact Statement (FEIS), which provide justification for the selection of the Corridor B3, are available for review at select public libraries within the study area and online at: http://www.illianacorridor.org/about/t1_feis.aspx

As part of Tier Two, it is the responsibility of IDOT and INDOT to design a facility that will attract automobile and truck traffic in order to relieve congestion on the local road system and achieve the project goals. This process includes detailed roadway design and environmental studies of Corridor B3. Since the Illiana Corridor will be operated as a toll road, detailed financial studies

are being conducted to determine optimal toll rates that will make the road cost-effective to build while still attracting traffic.

As this process moves forward, coordination efforts with affected communities will continue to be part of our study process allowing them opportunities to investigate and consider land use & development plans compatible with their vision for future growth.

Farmland impacts

Coordination with the Natural Resources Conservation Service (NRCS), the Illinois Department of Agriculture (Illinois DOA) and the Indiana Department of Agriculture (Indiana DOA) using the NRCS Forms AD-1006 and/or CPA-106 processes are part of Tier Two NEPA studies to identify agricultural impacts and develop the appropriate mitigation for those impacts that may not be feasible to avoid. Methods to avoid and minimize impacts to agricultural resources may include alignments to reduce the number of farm severances, traverse parcels such that point rows and uneconomical remnants are not created, utilize existing right-of-way and/or set alignments parallel to property lines, design/improve field entrances to accommodate semi-trucks and large farm equipment. The study team will also work proactively with landowners to attempt to locate existing field tiles and to re-establish drainage following construction of the roadway.

Secondary road impacts

As part of Tier Two, INDOT and IDOT have developed a roadway connectivity plan for roads that cross the Illiana Corridor. Initial roadway connectivity recommendations were determined using an economic analysis, and were further refined based on feedback provided by local governments, landowners, school districts, police, and fire and emergency response teams. As a result of this coordination, Marshall Street and Harrison Street are now the only two roads recommended for closure in Indiana. Nine local north-south road crossings, along with the Sheffield Road frontage road routing, will remain open to service the area into the future. When routes cannot be maintained, either during construction or as part of the facility plan, alternative routing will be evaluated to minimize the change in travel patterns. If you have specific comments as to road closures or considerations in evaluating which roads should stay open, we welcome your input.

Detrimental impacts to quality of life for local residents applicable to emergency vehicle response time and school bus travel

As noted above, we continue to analyze data and comments received regarding these issues to minimize the change in travel patterns.

Would not benefit local communities because of access tolls

The Illiana Corridor will have both short and long term economic benefits to the local community. Short term economic benefits include nearly 9,000 additional construction jobs (in job years) and approximately \$1.4 billion in short term additional construction economic output.

In the long term, approximately 25,000 jobs are anticipated to be generated due to travel time savings and enhanced accessibility to the study area provided by the Illiana Corridor. The additional long term economic output is estimated to be over \$4 billion. Long term is defined as a 30 year period between 2018 and 2048. Additional state and local tax revenues and vehicle operating costs savings are other economic benefits.

Environmental Impacts

The Illiana Corridor study process is governed by the National Environmental Policy Act (NEPA), a federal law regulating federally funded projects that requires a range of alternatives, including a “no-build” scenario to be evaluated and the impacts of the alternatives on the environment must be determined. The no-build (no action) alternative is considered the baseline condition against which the corridor is evaluated. The evaluation of impacts is based on existing and available data used in conjunction with a geographic information system (GIS). The determination of impacts for the various resources was produced by overlaying the working alignment, including interchanges and design concepts, located within the corridor on existing conditions for each resource in GIS and quantifying those resources within the footprint of the working alignment. In-depth field investigations are included in our Tier Two Study activities to provide more details. All mitigation and abatement measures will be developed in accordance with the policies and procedures of FHWA, IDOT and INDOT and the requirements of appropriate federal and state resource agencies.

Improving existing roads and bridges

IDOT and INDOT prepare capital improvement programs to maintain and improve existing infrastructure in accordance with established criteria and policies, as well as available funding allotments. An additional responsibility of the DOTs is to work with Statewide Planning Agencies to identify long range infrastructure needs that will serve increasing and projected traffic and population.

If the Illiana Corridor is not constructed, all improvements to local roads and bridges will be evaluated using standard IDOT and INDOT policies. If the No-Action Alternative is selected, no immediate action will be taken in the study area and all proposed road and bridge improvement projects will be evaluated in the future as necessary.

Truck traffic using the Illiana

The Illiana Corridor Tier Two activities include a complete financial plan analysis, which includes the evaluation of public funding, private funding, and Public-Private Partnership (P3) funding opportunities. Identifying the Purpose and Need for the Illiana included creating a Transportation System Performance (TSP) Report which documents existing and future transportation needs within the study area. Following is a summary of the findings of this report:

The study area roadway system is lacking in east-west highway facilities of higher functional classification. There are no east-west interstate highways and 141 lane miles of other principal arterials. The north-south roadway system in the study area is well balanced between higher and lower functional classification facilities.

There is a lack of continuous east-west highway routes that limit direct route choices to traverse the study area.

The 18-county northeastern Illinois and northwestern Indiana Region is projected to see 29 percent growth in population and 35 percent growth in employment between 2010 and 2040. The South Sub-Region is projected to grow 49 percent in population and 72 percent in employment over this same period.

The study area is projected to see substantial population and employment growth between 2010 and 2040 of 176 percent and 225 percent, respectively, exceeding both South Sub-Region and Region growth.

Total vehicle trips from the study area are projected to increase by 126 percent between 2010 and 2040, while the South Sub-Region is projected to grow 36 percent and the Region by 26 percent. Total truck trips from the study area are projected to increase by 193 percent between 2010 and 2040, while the South Sub-Region is projected to grow 63 percent and the Region by 36 percent.

Current and projected future average daily traffic volumes within the study area are projected to increase substantially. Growth in average daily traffic between 2010 and 2040 is projected to occur in the highest percentages on the lower-functional-classification roadways, with collectors and local roads expecting to increase by 159 percent, interstates highways by 65 percent, and other principal arterials by 124 percent.

There is substantial projected growth in east-west vehicle and truck movements based on origin-destination trip patterns between 2010 and 2040 for the South Sub-Region, including the study area. East-west vehicle miles of travel (VMT) are projected to increase at a higher percentage (79 percent increase) in the study area between 2010 and 2040 than north-south VMT (67 percent increase).

East-west truck miles of travel (TMT) are projected to increase at a higher percentage (80 percent) in the study area between 2010 and 2040 than north-south TMT (60 percent increase).

Drivers in the study area will experience increased delay because of increased traffic congestion. Travel delay in the study area is projected to increase by nearly 450 percent between 2010 and 2040.

Truck hours of delay are projected to increase 447 percent between 2010 and 2040 within the study area, while the South Sub-Region is projected to increase by 324 percent and the Region by 111 percent. It is estimated that 129,500 fewer job locations can be reached within a 30-minute commute in 2040 versus 2010 due to increased traffic congestion. For a 60-minute commute time or less, 329,600 fewer job locations can be reached in 2040 versus 2010.

Planned development of intermodal facility sites throughout the study area is projected to include 8,600 acres of land and more than 50 million square feet of warehousing space between 2010 and 2040. As many as 35,000 jobs will be created by these facilities, resulting in substantial growth in truck travel (an estimated 47,000 trucks by 2040). These findings support the need for a major east-west highway facility to serve the region.

Widening and Improving State Rt. 10, 1 & 17

Improvements to existing roadways and bridges were initially analyzed under the No-Action Alternative. Under this alternative, it was determined that infrastructure improvements in the Planning Agencies' 2040 Plan (assuming all identified projects completed by the year 2040) would not be adequate to serve traffic and population growth in the same term. As part of our alternatives analysis, it was determined that capacity improvements to existing arterial highways would have the highest impacts and highest cost while providing the lowest regional traffic benefit. Capacity improvements to these roads would adversely impact existing infrastructure and have high displacement/relocation needs, within the highly urbanized NW Indiana and NE Illinois Region.

We thank you for your comments and for providing us with the opportunity to clarify these issues.

Sincerely,



Steve Schilke, P.E.
Program Manager
Illinois Department of Transportation



Jim Earl, P.E.
Project Manager
Indiana Department of Transportation

Copy to
Ill Dept of trans,

April 12, 2013

BUREAU OF PROGRAMMING
RECEIVED

Mr. James A Earl, II, P.E.
Project Manager
Indiana Department of Transportation

APR 25 2013

DISTRICT #1

Dear Sir:

A majority of the Lowell Town Council voted against the proposed Illiana Toll Road at their March 25, 2013 meeting. They discussed a multitude of problems and concerns regarding the proposed road.

1. It is an absolute necessity that NO North /South roads be closed. The north /south roads are the connections to all of Lake County and beyond. Closure would impact the lives of our citizens, the schools, school bus routes, ambulance availability and police, fire and highway department response. The Lowell School System covers the second largest area in the state. It is of utmost importance to note that all hospitals would be north of the Toll Road. There is a serious issue concerning accidents on the Illiana Toll Road. Our first responders already serve I-65 and it will increase their responsibility. We do not have the capability or the financial resources.

The 80-94 Expressway has 18 underpasses or overpasses. The Illiana Toll Road would need 15 to ensure the agricultural, social and commercial viability of the people living south of the Toll Road in Lake County. We should have equal consideration for the 15 overpasses and underpasses.

Truthfully, the Illiana Toll Road , an east/west road, would not serve our local citizens. It would be built basically for truck and car traffic passing through the area. We would like to bring more industry and manufacturing to Lowell. However, do to local water constraints and corporate tax rates in the United States our industries are leaving us and the U.S.

2. A huge majority of the local people are opposed to the Illiana Toll Road. Property value would be reduced and farm land divided. At least 70 tracts of land, including prime or unique farmland , would be consumed and divided by the Toll Road. Many people have spent their lives in South Lake County and others moved to this area for a life removed from the cities. Now their life savings in a house would be severely impacted by the noise and pollution of the Toll Road. Presently, the Extension and Soil and Water Offices are located close to I-65. The noise of the traffic is unbearable when you are outside. There are homeowners who would experience the same problems with the Toll Road.
3. The environmental impact would be enormous. There is a large wet land on the east side of Morse St. Wetlands are a necessity and often forgotten by developers. There must be a design to accommodate wetlands and the clay soils of Lake County. Please read the article by Bill Moran, our District Conservationist. The soil in this area requires tile. The entire Toll Road corridor in Indiana would

require replacing the subsurface drainage tile. Grade stabilization structures would be necessary to serve the drainage system.

4. Illinois has hundreds of acres of prime farm land in the Peotone area. Developers for the Peotone airport are only interested in their profit. Our future generations will require every acre of productive ground in Indiana and Illinois.
5. We question the location of the Illiana Toll Road corridor. Traffic north bound on Illinois 55 is traveling to Chicago and, likewise, the traffic on I-65 is also north bound to the cities. Possibly, a limited number of trucks and cars would exit I-80, travel south on I-55, exit onto to the Illiana Toll Road and continue south on I-65. This would be an extreme interruption into the lives of our people and an immense expense for small gain. Highway 30 is highly traveled, but their destinations would not include the Illiana Toll Road.

In conclusion we have attended most of the Illiana meetings and have expressed our opinions. We would appreciate concern for the people who live in South Lake County. Please spend time on the ground to realize the positive and negative impacts of the Illiana Toll Road. IT IS IMPERATIVE THAT ALL NORTH/SOUTH ROADS REMAIN OPEN!

Edgar Cross President, Lowell Town Council
Craig Erculey Vice President, Lowell Town Council
John [unclear] Lowell Councilman
Philip [unclear] Lowell Councilman

July 9, 2013

Lowell Town Council
501 East Main Street
Lowell, Indiana 46356

Dear Members of the Lowell Town Council:

Thank you for your April 12, 2013 comments regarding the Illiana Corridor, and also for those of you who were able to meet with us on May 17, 2013 to discuss the project. This correspondence will attempt to address your comments/concerns as indicated in your April 12 correspondence in the order they were presented:

1. Closure of North-South Roads – Tier Two activities remain in progress with detailed investigations being performed to determine the approximate 400-foot wide B3 working alignment within the 2,000 foot planning corridor determined during the Tier One study. These investigations include identification of potential access locations, impacts to cross roads and local road connectivity. Initial road connectivity suggestions presented were based solely from applying a simple economic analysis, and have been continually refined based upon information and concerns provided by local governments, landowners, police, fire and emergency response teams, local planning agencies, and the Indiana Farm Bureau in a number of stakeholder, landowner, and public meetings. In addition to the immediate issues and concerns, the study process also has provided local communities opportunities to investigate and consider land use & development plans compatible with their vision for future growth. As the Tier Two process moves forward, coordination efforts with affected stakeholders and communities will continue to be part of our study process and efforts will continue to be made to maintain existing routes to the extent feasible. Where routes cannot be maintained, either during construction or as part of the facility plan, alternative routing will be evaluated to minimize the change in travel patterns. These findings were compiled and presented at our June 2013 Public Meetings. Information received from these meetings will enable further analyses to determine a final alignment, access and crossing locations to be presented at a fall 2013 Public Hearing. Based on our analysis to date, the following three roads in Indiana: Sheffield Avenue, Marshall Street, and Harrison Street are currently recommended for closure. However, a frontage road is anticipated to detour Sheffield Avenue west to State Line Road and the existing 163rd Avenue will detour traffic from Harrison Street to either US 41 (Grant Street) or Broadway Street. Based upon a recent meeting with the Lowell, Cedar Lake, and Lake Dalecarlia fire departments, we have also decided to add a frontage road north of the Illiana to provide an uncluttered route for emergency response equipment traveling south on Harrison Street to Broadway Street (to the east).

2. Impacts to Farmland and Noise: The process of selecting a preferred alternative includes in-depth analysis of local and regional travel needs, environmental and socio-economic impacts, planning forecasts and property impacts. Residential, commercial, agricultural and protected properties were reviewed to identify a corridor that would have the minimum impacts between I-65 and I-55. After reviewing in excess of 80 proposed corridors, the B3 corridor was identified the most feasible corridor which would provide the least amount of impacts while addressing transportation needs. On January 17, 2013 the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) identifying Corridor B3 as the selected corridor to advance, along with the No-Action Alternative, for additional analysis in Tier Two. Corridor B3 has substantially fewer socioeconomic and environmental impacts and performs better in meeting the transportation Purpose and Need. Additionally, Corridor B3 has the lowest cost and fewest constructability challenges. The ROD and Tier One Final Environmental Impact Statement are available for review at select public libraries within the study area and online at: http://www.illianacorridor.org/about/t1_feis.aspx

In regard to agricultural impacts, coordination with the Natural Resources Conservation Service (NRCS), the Illinois Department of Agriculture (Illinois DOA) and the Indiana Department of Agriculture (Indiana DOA) using the NCRS Forms AD-1006 and/or CPA-106 processes will occur during Tier Two NEPA studies to identify agricultural impacts and develop the appropriate mitigation for those impacts that may not be feasible to avoid. Methods to avoid and minimize impacts to agricultural resources may include alignments to reduce the number of farm severances, traverse parcels such that point rows and uneconomical remnants are not created, utilize existing right-of-way and/or set alignments parallel to property lines, design/improve field entrances to accommodate semi-trucks and large farm equipment. The study team has also attempted to work proactively with the Indiana Farm Bureau, the Lake County Surveyor, and landowners to attempt to locate existing field tiles and to re-establish drainage following construction of the roadway.

Regarding noise, in accordance with National Environmental Policy Act (NEPA) studies, a traffic noise impact analysis is conducted in accordance with the IDOT and INDOT noise policies. This analysis is conducted to identify future traffic noise impacts and evaluate the feasibility and reasonableness of abatement measures using the FHWA Traffic Noise Model. Where warranted, noise abatement measures may include things such as earth berms, noise walls, traffic management measures, alteration of horizontal & vertical alignments, soundproofing of buildings and acquisition of property to serve as a buffer zone. Noise and vibration issues will be evaluated on a case-by-case basis.

3. Environmental Impacts and drainage: The Illiana Corridor study process is governed by the National Environmental Policy Act (NEPA), and a “no-build” scenario must be evaluated, and the impacts of the alternatives on the environment must be determined. The no-build (no action) alternative is considered the baseline condition against which the corridor is evaluated. In Tier

One, the evaluation of impacts was based on existing and available data used in conjunction with a geographic information system (GIS). The determination of impacts for the various resources was produced by overlaying the working alignment, including interchanges and design concepts, located within the corridor on existing conditions for each resource in GIS and quantifying those resources within the footprint of the working alignment. In Tier Two, actual field studies are being performed to verify the GIS data and also to determine additional impacts which may affect the alignment. All mitigation and abatement measures will be developed in accordance with the policies and procedures of FHWA, IDOT and INDOT and the requirements of appropriate federal and state resource agencies.

Regarding drainage, we have been provided a copy of a report, dated April 2, 2013, prepared by Bill Moran, NRCS District Conservationist, who is recognized for his considerable knowledge and experience regarding drainage conditions, especially related to agriculture, in southern Lake County. Input and concerns from stakeholders and landowners regarding local drainage conditions have also been received through the public outreach process. All of this information will continue to be closely considered and analyzed and, along with the suggestions included in Mr. Moran's report, we have attempted to incorporate all this important input into our drainage approach. On May 21, we met with the Lake County Surveyor's department, and Mr. Moran, to discuss our proposed drainage approach for the Illiana Build Alternative and listen to their concerns and issues. This drainage approach includes construction of suitable drainage outlet channels (where necessary), installation of grade stabilization structures at culvert inlets to protect upstream farmlands, and use of detention storage to maintain existing flow rates as possible. Outlets for field tiles can also be provided in new grade stabilization structures, highway ditches, and outlet drainage channels associated with the highway to maintain drainage for existing field tile systems and even provide capacity for possible future additions to those systems. Based on the results of this meeting, both the Lake County Surveyor and Mr. Moran indicated that, if engineered properly, this approach could actually improve drainage conditions in southern Lake County.

The complete Environmental Resources, Impacts and Mitigation Analysis can be viewed in Section 3.0 of the FEIS, accessible on our project website:

http://illianacorridor.org/pdfs/feis/section_03.pdf

4. Location/Usage of the Corridor: The development of the Illiana Corridor is a partnership between the States of Illinois and Indiana for planning a potential new transportation linkage serving northwest Indiana, northeastern Illinois and regional travel and is consistent with regional planning efforts. As noted in Response 2, Tier One Analysis identified B3 as the most cost effective, feasible location while addressing regional travel needs. B3 was subsequently approved by the FHWA along with the No-Action Alternative.

While increased population and employment growth are projected for this area, it lacks east-west Interstates and multi-lane highways that are needed to handle growth demands. Existing

and planned intermodal freight centers, as well as bypass effects of national freight demands, further strain the transportation network within the area. Travelers with east-west travel desires are contributing to north-south congestion, as well as I-80 congestion, due to the lack of alternative east-west routes. The purpose of the Illiana Corridor is to provide a sustainable transportation solution(s) that will improve regional mobility, alleviate local system congestion, improve local system mobility, and provide for efficient movement of freight in the Study Area in a manner that complements regional transportation and economic development goals. For information regarding population projections, please see Appendix E of the Final Environmental Impact Statement (FEIS), Historic and Forecasted Growth of Employment and Population.

We appreciate this opportunity to respond to the questions and concerns expressed in your April 12 correspondence. Please do not hesitate to contact me if your questions have not been adequately addressed or you need anything else. And please continue to provide us your questions, concerns, input, and suggestions as we move through the Tier Two process. We very much appreciate this information as it will help us greatly in continued planning for the Illiana Build Alternative, if carried forward in the Final EIS, to make the highway fit in as best as possible in the structure and fabric of the Town of Lowell, your neighboring communities, and the natural environment. The most recent project information remains available on our website www.illianacorridor.org.

Sincerely,

A handwritten signature in cursive script that reads "James Allen Earl II". The signature is written in dark ink and is positioned above the printed name.

James A. Earl, II, P.E.

Project Manager

Indiana Department of Transportation

April 15, 2013

Joy Knobloch

Township Wildlife Soc. (twpws.org)

235 Morgan Ct. 1B

Manhattan, IL 60442

knobloch.joye@gmail.com

RE: ROUTE B3 IS UN-ACCEPTABLE. PLEASE CHOOSE THE "NO BUILD" OPTION. Votes cannot hide the scientific data, much of it from various Federal sources, that has been consistently collected regarding the FRAGILE environmental status of the B3 corridor. We were promised,, by the highest-ranking members of the Democratic Party, that scientific data would be used as the basis for making all construction related decisions. We are in the process of informing those members that the EPA approval,that was given to the Illiana,IS TOTALLY FRAUDULENT, in its dis-regard for the ample proof that our area is not in good enough condition to support any more major construction projects. Therefore, I strongly suggest that IDOT adopt the "No Build" option regarding the Illiana Expressway. Joy Knobloch, Pres. Township Wildlife Society, (www.twpws.org) Manhattan, IL 60442

From: [Illiana Corridor Team](#)
To: knobloch.joye@gmail.com
Subject: Illiana Corridor Study
Date: Wednesday, May 08, 2013 2:46:13 PM

Dear Ms. Knobloch:

Thank you for your April 15, 2013 comments regarding environmental impacts associated with the Illiana Corridor.

The development of the Illiana Corridor is a partnership between the States of Illinois and Indiana for planning a potential new transportation linkage serving northwest Indiana, northeastern Illinois and regional travel and is consistent with regional planning efforts. The study process is governed by the National Environmental Policy Act (NEPA), a federal law regulating federally funded projects. Under the NEPA process, a range of alternatives, including a "no-build" scenario must be evaluated and the impacts of the alternatives on the environment must be determined. The purpose of the Illiana Corridor is to provide a sustainable transportation solution(s) that will improve regional mobility, alleviate local system congestion, improve local system mobility, and provide for efficient movement of freight in the Study Area in a manner that complements regional transportation and economic development goals.

After reviewing in excess of 80 proposed corridors, the B3 corridor was identified in February of 2012, as one of the most feasible corridors which would provide the least amount of impacts while addressing transportation needs, and was recommended to be carried forward into the Tier One Draft Environmental Impact Statement (DEIS). Upon further analysis and taking in additional stakeholder comments and suggestions, two additional corridors, A3S2 and B4, were carried forward for further investigation. Subsequently, on January 17, 2013 the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) identifying Corridor B3 as the selected corridor to advance, with the No-Action Alternative, for additional analysis in Tier Two. Corridor B3 has substantially less socioeconomic and environmental impacts than Corridor A3S2, and performs better in meeting the transportation Purpose and Need than Corridor B4 while having comparable, but different, socioeconomic and environmental impacts. Additionally, Corridor B3 has the lowest cost and least constructability challenges. For these reasons, continued study of Corridors A3S2 and B4 have been dismissed. The ROD and Tier One Final Environmental Impact Statement (FEIS) are available for review at select public libraries within the study area and online at:

http://www.illianacorridor.org/about/t1_feis.aspx

As noted above, the Illiana Corridor study process is governed by NEPA, and a "no-build" scenario must be evaluated, and the impacts of the alternatives on the environment must be determined. The no-build (no action) alternative is considered the baseline condition against which the corridor is evaluated. In Tier One, the evaluation of impacts, was based on existing and available data used in conjunction with a geographic information system (GIS). The determination of impacts for the various resources was produced by overlaying the working alignment, including interchanges and design concepts, located within the corridor on existing conditions for each resource in GIS and quantifying those resources within the footprint of the working alignment. All mitigation and abatement measures will be developed in accordance with the policies and procedures of FHWA, IDOT and INDOT and the requirements of appropriate federal and state resource agencies. The complete Environmental Resources, Impacts and Mitigation Analysis can be viewed in Section 3.0 of the Tier One FEIS.

Tier Two is currently in progress and the planning corridor for B3 remains approximately 2,000-feet in width, within which the actual footprint of the facility will be determined. The 2,000-foot corridor defines the limits of an area that will undergo more detailed study and analysis to further refine a corridor that will have the minimum property impacts while addressing transportation needs. We anticipate Tier Two study efforts will require 12 to 18 months to complete. Tier Two activities will include detailed investigations to determine an approximate 400-foot working alignment within the 2,000-foot planning corridor as well as access locations. As this process moves forward, coordination efforts with affected Communities will continue to be part of our study process allowing them opportunities to investigate / consider Land Use & Development Plans compatible with their vision for future growth.

Preliminary alignment considerations were presented at the April 16 and April 18, 2013 Public

Meetings held at Peotone High School in Peotone, IL and Lowell Middle School in Lowell IN, respectively. The purpose of the meetings was to explain the Tier Two process, including: the refinement of the preferred corridor, interchange locations and layout, determining overpass and underpass opportunities, environmental analysis, and continued stakeholder outreach. Comments received from these meetings, as well as continued survey data collected, will be analyzed to further refine the alignment and impacts to local and adjacent roadways. These findings will be compiled and presented at our June, 2013 Public Meetings. Information received from these meetings will enable further analyses to determine a recommended alignment, including interchanges, frontage roads, and overpasses/underpasses to be presented at a Fall, 2013 Public Hearing as part of the Tier Two DEIS comment period. Information obtained during the comment period will be evaluated and used to make potential refinements which will be documented in the Tier Two FEIS. The Federal Highway Administration will issue a ROD either selecting the final alignment for B3 or the No-Action Alternative. The ROD is anticipated to be issued in Spring of 2014.

Thank you for your interest in the Illiana Corridor Study. We encourage you to visit our website at www.illianacorridor.org for the most current information as the study efforts continue.

Regards,

Illinois and Indiana Departments of Transportation

Please do not reply to this message as we cannot ensure delivery.
Please visit www.illianacorridor.org to submit additional comments.



BUREAU OF PROGRAMMING

RECEIVED

APR 20 2013

DISTRICT #1

Comment Form

Public Meeting #1

Circle One:

April 16, 2013
ILLINOISApril 18, 2013
INDIANA

The Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT) are hosting the first Open House Public Meeting for Tier Two. The purpose of today's meeting is to review the completed Tier One process, explain what happens in Tier Two, update you on the Purpose and Need, discuss corridor refinements and the range of alternatives, stakeholder outreach and present initial Context Sensitive Design concepts.

IDOT and INDOT encourage your input throughout the development process of this project. Please place your comment forms in the box marked COMMENTS; or fax to (847) 705-4159; or fold in thirds, tape closed, place a stamp and mail. In addition, the Project's website also accepts comments (www.illianacorridor.org).

Please send comments related to this meeting by May 2, 2013.

Comments received by this date will become part of the public record for this meeting.

Comments/Questions: The County of Kankakee agrees that the project major purpose and needs points remain the same, namely, 1.) alleviate local system congestion and improve local system mobility, 2.) improve regional mobility and 3.) provide for efficient movement of freight. Kankakee County agrees with the purpose and needs due in no small measure to an alarming increase in heavy truck traffic between I-55 and I-65 through the County of Kankakee creating congestion on state and local highways never before experienced by the people of Kankakee County. Kankakee County supports the B3 build alternative. Additionally, the County of Kankakee needs access to the proposed Illiana Expressway at Illinois Route 50 to directly support major industrial and commercial traffic generators located along Illinois Route 50 in northern Kankakee County.

(Optional, Please Print)

Name Michael B. Lammey, Senior Transportation Planner

Affiliation County of Kankakee

City/State 189 E. Court St., Kankakee, IL Zip Code 60901

Phone No. 815-936-5543

E-Mail Address mlammey@k3county.net

Please do not add me to the mailing list ☐



Illinois Department
of Transportation



From: [Illiana Corridor Team](#)
To: mlammey@k3county.net
Subject: Illiana Corridor Study
Date: Thursday, May 23, 2013 12:16:43 PM

Dear Mr. Lammey:

Thank you for your comments received at IDOT District One on April 29, 2013 Public Meeting supporting the Illiana Corridor.

Preliminary alignment considerations were presented at the April 16 and April 18, 2013 Public Meetings. The purpose of the meetings was to explain the Tier Two process, including: the refinement of the preferred corridor, interchange locations and layout, determining overpass and underpass opportunities, environmental analysis, and continued stakeholder outreach. Analysis of an interchange at IL-50 is included in this process. Comments received from these meetings, as well as continued survey data collected, will be analyzed to further refine the alignment and impacts to local and adjacent roadways. These findings will be compiled and presented at our June 2013 Public Meetings. Information received from these meetings will enable further analyses to determine a recommended alignment, including interchanges, frontage roads, and overpasses/underpasses to be presented at a fall 2013 Public Hearing as part of the Tier Two Draft Environmental Impact Statement (EIS) comment period. Information obtained during the comment period will be evaluated and used to make potential refinements which will be documented in the Tier Two Final EIS. The Federal Highway Administration will issue a Record of Decision (ROD) either selecting the final alignment for B3 or the No-Action Alternative. The ROD is anticipated to be issued in spring of 2014.

Thank you for supporting the Illiana Corridor Study. We encourage you to visit our website at www.illianacorridor.org for the most current information as the study efforts continue.

Regards,

Illinois and Indiana Departments of Transportation

Please do not reply to this message as we cannot ensure delivery.
Please visit www.illianacorridor.org to submit additional comments.



Village of Manhattan

245 South State Street, P.O. Box 31, Manhattan, Illinois 60442

Phone: (815) 418-2100 • Fax: (815) 478-5103

April 23, 2013

Mr. Kesti Susinskas
Senior Project Manager, Illiana Corridor
303 E. Wacker Dr., Suite 600
Chicago, IL 60601

Dear Mr. Susinskas:

The Village of Manhattan would like to take this opportunity to comment on various interchange locations and road closures with respect to the Illiana Project.

Cedar Road: The Village strongly opposes any option other than a full interchange. At the April 16 public hearing there were various options for access to Cedar Road. One option was an emergency access only. As Cedar Road is the southern gateway to our community, a full access on Cedar Road is vitally important to the Village not only for emergency access but future economic development opportunities as well.

Gougar Road: The Village would like the Illiana team to explore the possibility of a full interchange at Gougar Road. An access at Gougar Road would facilitate an additional route from the Illiana to Hoff Road and west to the intermodals in Elwood and Joliet. At the very minimum, an overpass should be provided to accommodate north-south traffic through Will County. Gougar Road is one of only a few roads that run the entire length of Will County from north to south, making this an important future regional collector.

Walsh Road and Warner Bridge Road: The Village supports overpasses at these locations rather than road closures. With the lack of north-south access through Will County because of the 9 mile wide Midewin Tallgrass Prairie and the 6 mile wide proposed South Suburban Airport, all opportunities to prevent road closures should be investigated. With these two obstacles, all north-south traffic in the County will be funneled to a 12 mile wide area. As this 12 mile wide area develops into the future, north-south traffic patterns will be impeded due to any road closures.

Illinois Route 53: The Village strongly opposes the elimination of an interchange at Illinois Route 53. Illinois Route 53 is a four lane divided highway and a designated State truck route. This is the primary access point to the two intermodal facilities and the elimination of this interchange will have a devastating effect on the increase of truck traffic through the Village of Manhattan. If trucks are unable to access the intermodal facilities through an interchange at Route 53, all westbound truck traffic will be forced to travel through Manhattan. There is

insufficient right of way to widen U.S. Route 52 through the center of Manhattan and additional truck traffic would have a negative impact on the economic viability of our downtown.

Thank you for the opportunity for the Village of Manhattan to make additional comments regarding this important and much needed project.

Sincerely,



William Borgo
Village President

Cc: Hon. Toi Hutchinson, Illinois State Senator, 40th District
Hon. Anthony DeLuca, Illinois State Representative, 80th District
Mr. Lawrence Walsh, Will County Executive
Mr. James Moustis, Will County Board, District 2
Mr. David Izzo, Will County Board, District 2
Mr. John Grueling, President and CEO, Will County Center for Economic Development
Mr. Roger Claar, President, Will County Governmental League
Manhattan Village President and Board of Trustees

MAY 8 2013

WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE – PO BOX 84
LOWELL, INDIANA 46356
Email: wctpcts1-5@att.net
219-696-9432

May 6, 2013

Steve Strains, AICP
Deputy Director/Director of Planning
Northwest Indiana Regional Planning Commission
6100 Southport Road
Portage, Indiana 46368

Dear Steve,

We wanted to share the enclosed information with you concerning the ILLIANA and more negative impacts going forward. It just seems like INDOT just wants to go full steam ahead and they appear to be disregarding environmental issues. We believe that a project this big and this life changing should be studied thoroughly and carefully by allowing enough time to do so.

We want to thank you for your interest in our findings and for sharing this with the rest of your board.

Yours truly,



Harold Mussman, Jr.
Trustee

WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE – PO BOX 84
LOWELL, INDIANA 46356
Email: wctpcts1-5@att.net
219-696-9432

May 6, 2013

Dan Schmidt
Policy Director – Energy, Environment,
Transportation & Gaming
State House – Room 206
200 W Washington Street
Indianapolis, Indiana 46204

Dear Dan,

I'm sending you copies of information our office received over the weekend concerning the proposed Illiana Toll Road and the environmental impact of proceeding with its construction. The Newspaper article was in the NWI Times newspaper's business section on Saturday, the other two pages were in an email from Joy Knobloch which includes the map.

You know that our office is concerned about the negative impacts and unintended consequences of building this road. This further supports our position and we hope you will bring this to the attention of the Governor. Instead of rushing headlong into this project, we believe that more time and study is necessary. What we are sending to you supports the report we gave to you on Friday April 26 from Bill Moran, our District Director with NRCS.

We want to thank you again for your time and consideration in this matter.

Yours truly,



Harold Mussman, Jr.
Trustee

CC: Chris Kiefer, Director – Public – Private Partnerships INDOT

THE TIMES Business

DOW JONES INDUSTRIALS

UP 142.38 14,973.96

NASDAQ COMPOSITE

UP 38.01 3,378.63

STANDARD & POOR'S 500

UP 16.83 1,614.42

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RO | SATURDAY, MAY 4, 2013 | SECTION D

ILLIANA EXPRESSWAY

Environmentalists question reps on plans

Some concerned about groundwater protection on route

LAURI HARVEY KEAGLE

lauri.keagle@nwi.com, (219) 852-4311

PORTAGE | Region environmentalists on Thursday urged Illiana Expressway planners to make groundwater

protection a key component in the project.

"You need to look at it in the beginning, not afterward," Mark Reshkin, an environmental consultant for the Northwest Indiana Forum and a retired geology professor, told INDOT officials.

Jim Earl, the Indiana Department of Transportation's project manager for the Illiana plan, spoke to the Northwestern Indiana Regional Planning Commission's

Environmental Management Policy Committee Thursday morning about the plan.

The Illiana Expressway is planned to span 46.8 miles from Interstate 65 from just south of 153rd Avenue between Lowell and Cedar Lake to Wilmington, Ill., where it would connect to Interstate 65. Of the nearly 50 miles of expressway, 12 would be in Indiana.

Earl said the footprint INDOT is studying for the project is "roughly

the size of Rhode Island."

INDOT is considering wildlife crossings, stabilizing soils and planting native plants and grasses as part of the Illiana proposal.

Reshkin said the Kankakee River watershed and Moraine aquifer are not only important environmental resources, but are the sole source of drinking water via wells for nearly all residents in the Illiana footprint.

See ILLIANA, Page D3

*Turn the page for the rest
of the news story.*

- The developers from Cook & DuPage Counties (IL) are at it AGAIN ! This time it's the proposed Illiana Tollway, that would connect I-65 in IN with I-55 in IL with an 8-LANE stretch of highway (B3) that would 1.) run directly alongside Midewin's Southern Boundary, creating noise, air & vibrational pollution. (attach. 1)

In addition, it would 2.) cross The Wauponsee Bike (& horse) Path, which is also a protected Wildlife Migratory Corridor; and cause the roadkill deaths of thousands of endangered, threatened and newly-recovered animal species. (attach. 2)

3.) Route B3 would interfere with the stream and watershed functioning for the areas in question in at least 8 places (****, attach. 2). Just last summer, ALL BUT 3 IL COUNTIES WERE DECLARED DISASTER AREAS, DUE TO DROUGHT. It takes 5-8 yrs. for new rainfall to reach the groundwater level, to support our wells for drinking water.

4.) As indicated by the yellow arrows on attachment 2, the area in question lies directly in the International Migratory Path of the threatened Monarch Butterfly. Each year, thousands of butterflies are killed in this area, as they try to cross the roads. They cannot fly high enough to avoid collisions with traffic. An 8-lane tollway on the ground would surely wipe out the entire species.

5.) This is a Federal project that would connect 2 Interstate highways, and, therefore, uses Federal Tax dollars.

Even though an elevated Southern Route (see attach. 1) would be an improvement over the other proposals, *we are still going to try for the "NO BUILD" option.*

***We really need your help this time ! Thanks, Joy Knobloch
President,
Township Wildlife Society
Manhattan, IL 60442
www.twpws.org***

←

International Migratory Ro
Threatened Monarch But
Indicates where 8 lanes
would run right along M

APR 30 2013

WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE – PO BOX 84
LOWELL, INDIANA 46356
Email: wctpcts1-5@att.net
219-696-9432

Our trip to Indianapolis Friday April 26, 2013

Hi, *Steve Strains*
and the Nipce Board

Well we think our trip to Indianapolis yesterday was very successful. (For those of you living in Illinois, you might want to go to see your elected representatives at the local, county and state level, too.)

We arrived shortly before Rick had go to into caucus with the Republicans, but we had a few minutes to talk. He gave us contact information with the guy from INDOT who is working on our project. His name is Chris Kiefer and his office is across the street from the Capitol. We called and made an appointment to meet with him at 1:30 PM our time, 2:30 their time. Because it was only 11:30 our time we had time to kill, and because it was lunch time for everyone we knew we couldn't contact anyone in the governor's office for at least 30 minutes we had lunch.

We then went to the Governor's office, asked if we could have a minute of his time to discuss the proposed ILLIANA corridor. We told them that Harold was the Trustee of one of the townships affected by the proposed road and that it was important. We had been in contact with the governor while he was still a Congressman concerning Township government and he would be happy to meet with us when he was in our part of the state. We explained that it never happened and now we were not getting answers from his office concerning the Illiana. Everything we were receiving was coming from David Davis, his liaison to INDOT with no comments included from the governor.

They asked us if we would be willing to meet with Dan Schmidt, his Policy Director and we said yes. He took us to a conference room where he spent at least 30 minutes with us listening to us and asking questions. When we finished we explained that it was very important that the governor hear our side of the issue

since they were already working with INDOT and he (they) already knew their side of the issue.

He was very receptive to the issues we presented, assured us that he would relay everything to the Governor, gave us his business card and asked that we have all of you contact him either by mail, email or telephone. Rick has worked with him too, encouraging him to come to the area and meet with a few of the elected officials, EMS, and perhaps a representative from Tri Creek School Corp, then perhaps an additional meeting with all of you.

Because he was so very courteous, helpful and concerned, please be respectful when you contact him, please do not attack him. If we want his cooperation it is important to remember that. Also, please remember it is the "Big" picture that will get their attention, not your personal feelings.

We offered alternatives to building a toll road, such as widening and improving US 12 and US 20 in the northern part of the county where the land is available and where there is already rail, the Indiana East-West Toll Road that no one uses and a much improved 80-94. We need to renew and revitalize the cities along the Lake Michigan Shoreline since a new port is being built there and the Greater Gary Chicago Airport is the best alternative to the non- existent Peotone Airport .

We explained how the road was being built to benefit the Intermodal Truck Terminals being built in the Wilmington-Joliet area of Illinois and would not bring benefits to Indiana. As a toll road with only one Interchange in Indiana at US 41 and a merge onto I-65, only people who have arrived at their destination would exit in Indiana, we told him that any perceived growth in our area would not benefit our community. A toll road is designed to move traffic from Point A to Point B quickly and often has an Oasis to serve those traveling through the area that would probably be in Illinois. We questioned the logic of partnering with Illinois, a state that can't and doesn't pay its bills, a state that has no money. We stressed the point that all of the benefits of the road would go to the state of Illinois and all of the negative impact would be felt in Indiana. We also discussed the inflated figures they gave us projecting jobs at 531 per mile and the volume of truck traffic that would use the road. We explained that their projection of taking truck traffic off the local roads wouldn't happen because of the placement of Interchanges and the types of trucks that currently use the road and their

destinations predominantly to the dumps in Newton County and Allied at North Hayden. He was very familiar with the gridlock on I-65 from Lebanon north to Crown Point.

We offered that being good stewards of the taxpayer's money, we could propose better alternatives that would benefit more people for less money. We suggested taking existing roads, widening and improving them so that more people could use them and benefit from them at a lot less cost to the taxpayers, and much less negative impact. We used Indiana State Road 10 as an example. A road that already has an Interchange that could be made into a 4 lane limited access road that is already a major truck route that goes west to US 41 and continues west into Illinois where it becomes Illinois State Road 114 that connects with Illinois Routes 1 and 17. A bypass around the south end of Momence to connect with 17 takes you to the Interchange for Kankakee at I-57. Continuing west 17 connect with I-55 at Dwight where there already is an Interchange. We next suggested widening Indiana State Road 14 that also has an Interchange at Fair Oaks Farms, already a truck route that goes west to the State line north of Willow Slough then a slight jog north on the State Line then west through Pembroke, Hopkins Park, the south end of St. Anne again using existing roads to take you to Kankakee close to their airport to an existing Interchange onto I-57. It continues west and connects with I-55 at Chebanse where there already is an Interchange.

We emphasized how important it is to take the vast wasteland in the northern part of the state and use it to develop growth that will financially benefit both Lake County and the state. The infrastructure is already there, just improve it and watch the growth come.

We told him that our school district is the 2nd largest in area in the state of Indiana, that the toll road would divide the township in a way that would place all of the schools on the south side, making it a nightmare for school bus routes if they insist on closing 5 of the secondary north-south roads. We told them that we have children who are already riding the buses for up to 1 ½ hours per day. EMS is located on the south side of the road with only one fire station located on the north side and with the proposed roads being closed that means someone outside of the area is choosing who lives or dies based upon the placement of the closed roads. As taxpayers every resident should have equal access to emergency services. We are predominantly rural here and access to secondary roads is vital

in emergency situations. We also told him that if the road does in fact continue, we MUST have all secondary roads open with under or overpasses on all of them.

We emphasized that we have a totally volunteer fire department and a not for profit publicly funded ambulance service that is stretched as far as it can be. Again, if there is a major accident on this toll road involving possibly a rollover tanker truck accident resulting in a fire, fatalities, possibly injuries with other vehicles involved and at the same time we have a local resident suffering a heart attack, and another local resident who has a house or barn fire, who gets help and who doesn't. When we have accidents with injuries that require our ambulance(s) on I-65 we rarely get paid for the calls. We said that if this road is built someone will have to furnish an ambulance and funding for paramedics to run it. Our budget of \$300,000.00 is stretched to the max.

His contact information is:

Dan Schmidt

Policy Director – Energy, Environment, Transportation and Gaming

State House – Room 206

Indianapolis, IN 46204

Telephone: 317-232-6812

Email: dschmidt@gov.in.gov

Our meeting with Chris Kiefer of INDOT was about the same. First, when we were in the waiting room before he returned from his meeting, Greg Kicinski came through on his way to his office. The look on his face was priceless when he saw us. We chatted for a few minutes and we asked what happened to him. He said that he has moved on and that Jim Earl works for him and will be working with us from now on. He asked who we were there to see, and when we told him I think he was surprised.

Anyway our meeting with Chris Kiefer was very similar to the one with Dan Schmidt, we covered basically the same ground. We got a few different answers from him when it came to the destinations of the trucks from Illinois that are projected to use the road. He said that the trucks for the most part would not be going south on I-65. They would be heading east so they would go north on I-65 to reach either I-80 or I-94. He didn't come right out and say it, but he hinted that

this would only be the first leg of the road in Indiana and that it would be continuing east at some point.

Again, he was very receptive to hearing from us. He was also interested in knowing the attitude of the people who were dealing with us from INDOT, Parsons Brinkerhoff and Images Inc. We told him that we were being told different things by different people that they were condescending and refused to look at the big picture when it comes to impact. We emphasized that if we are forced to accept this road, we have to have under or overpasses on all of the roads. We told him that they regarded the farmers as unimportant, when in fact we are actually business people who are having part of our businesses taken away. He wanted to hear that kind of feedback and he would be looking into that. I forgot to mention the people entering landowner's property without permission and doing damage. You can include that in your letters and I will include it in my future correspondence.

His contact information is:

Chris Kiefer
Director, Public – Private Partnerships
Indiana Department of Transportation
100 N Senate Avenue – Room N 758
Indianapolis, IN 46204
ckiefer@indot.in.gov

Again, please be courteous and respectful when calling or writing. We don't want to alienate these people, we want them to listen and to respect our opinions.

If you have questions or comments, please call or email us. We really think we made headway with Dan Schmidt and we did tell him that we felt the road should either follow township or county lines. Rural areas are much different than cities and urban areas.

Pat

Financial Reports on P3's <http://watchdogwire.com/texas/2013/04/03/cintras-credit-woes-speed-limit-hike-adjacent-to-toll-road-spell-trouble/>

April 3, 2013

It's been a rough road for Cintra, Spain-based global toll operator, ever since it opened its first privately-operated tollway, State Highway 130, in Texas last fall. Last week, the Texas Transportation Commission voted to increase the speed limits on US Highway 183 to 60 MPH through Mustang Ridge and up to 65 MPH on the southern leg that runs through Lockhart, on the freeway that now serves as the frontage road to Cintra's high-speed tollway. When SH 130 opened, the Commission increased the speed limit to the fastest in the country – 85 MPH – while also lowering the speed limit on the adjacent freeway, US 183 from 65 MPH down to 55 MPH.

The public fury was swift and Caldwell County Commissioners passed a resolution requesting that the Commission return the speed limit on US 183 to 65 MPH. TxDOT claimed it was 'studying' the speed limit situation, meanwhile SH 130 experienced its first fatality due to the dramatic difference in speed when a car on the tollway collided with a car getting onto the tollway from the dramatically lower speed frontage road that's now US 183. The speed differential was believed to be the cause of the fatal accident.

Texans cringe at the idea of ceding state sovereignty over its public infrastructure to a private entity, much less a foreign company. It led to the demise of the Trans Texas Corridor. So it didn't come as a surprise when a grassroots anti-toll group, Texans Uniting for Reform and Freedom (TURF), announced a boycott of Cintra's tollway when it opened.

Credit rating may suffer

It appears the anti-privatization sentiment in Texas is successfully lowering the traffic volume on SH 130 since Moody's just announced it's reviewing Cintra's credit rating due to the much lower than anticipated level of traffic and is considering a downgrade from AAA to AA.

Both the highway commission and local politicians have been struggling to find ways to incentivize motorists to use SH 130, which was intended to be a bypass around Austin and the heavily congested Interstate 35. All Texas taxpayers had to bailout SH 130 and two other Austin toll roads in 2011 with \$100 million in gas taxes in order to cover the debt service payments since toll revenues were insufficient. Last week, the Commission

also formally adopted a pilot program for one year to lower truck toll rates to the auto rate, potentially saving truckers \$10 a trip. Yet, 18-wheelers still line I-35 throughout the region as most still choose the free route despite the new truck discount program that began in February.

Since trucks beat-up roads at a much higher rate than autos, some have cried foul that money that could be used to expand other freeways is being used to buy down the truck toll rates that are supposed to be higher to account for the damage big rigs do to highways. The highway department's press statement reveals the discount program is only temporary and that it cannot continue to operate the tollway at a loss beyond that.

So what's the point? To temporarily bail out a failing toll road only to kick the can down the road? So the new increased speeds on the free route coupled with the already lighter than anticipated traffic on the financially struggling tollway, Cintra's in real trouble for the foreseeable future. Couple these developments with the company's failing Indiana Toll Road that experienced a credit downgrade (which is at risk of default) and the overall outlook for Cintra's P3 toll roads looks rather bleak.

Lawmaker seeks to buy back tollway, make it free

In yet another twist, Austin lawmaker, Rep. Paul Workman filed a bill, HB 3682, to buy out Cintra and pay back the bond investors early on the four segments operated by TxDOT so that SH 130 could become a freeway. The move is yet another alternative under consideration in the effort to attract traffic to SH 130 and find ways to alleviate gridlock on Texas' central NAFTA highway, I-35.

Too big to fail?

There's even controversy over whether a buy back is a bailout or not. Many free market hawks feel taxpayers shouldn't 'bailout' Cintra's private toll road. The sentiment is 'let it fail!' However, it's not that simple. The contract signed with the state is a public private partnership (P3), which doesn't remotely resemble free market. The reason SH 130 is not completely private is precisely due to Cintra's desire to have taxpayers share the risk in case of failure or bankruptcy.

Cintra secured a \$430 million federal TIFIA loan (backed by the full faith and credit of the U.S. taxpayer) to build SH 130. So if it fails, that taxpayer money goes down with the ship. Naturally, P3s are structured this way intentionally in order to use taxpayers as a shield to ensure policy makers won't let the road fail.

So it's essential state lawmakers put an end to this exploitation and 'innovative financing' gimmicks and get back to traditional turnpikes or don't build the project as a toll road. Traditional turnpikes are brand new roads and funded solely with private toll revenue bonds which are NOT backed by taxpayers. If the traffic doesn't show up, the private investors take the hit, not the public.

The voter revolt that occurred when the GOP-dominated Congress passed the TARP bailout ought to be instructive to politicians at every level of government. There is no industry that's too big to fail or worthy of a forced taxpayer-funded bailout. So they must stop structuring deals that socialize the losses and privatize profits. If the United States is truly a free market economy, then let ill-conceived toll projects fail.

Terri Hall

Terri Hall is the founder of the San Antonio Toll Party and Texans Uniting for Reform and Freedom. She started a taxpayer revolt upon learning of plans to convert Highway 281 into a tollway and charge taxpayers again for what they already built and paid for. TURF's grassroots efforts halted two freeway-to-tollway projects, curbed plans for the Trans Texas Corridor, defeated bad bills with runaway taxation in the Texas Legislature, opposed using federal stimulus money to build toll roads, and awakened Texas to the coming infrastructure bubble and bailouts. Whether speaking before community groups of all types, the Legislature in Austin, at rallies in Washington D.C. or on CNN, Terri is a tireless taxpayer advocate. She invites you to learn more and to join the fight at www.TexasTURF.org.

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TOLLROADSnews

on toll roads, turnpikes, toll bridges, toll tunnels & road pricing


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Virginia resurrects 63-20 not-for-profit to take risk on US460, Ferrovial to do design/build

63-20 NO RESPONSIBILITY NOT FOR PROFIT US460 VIRGINIA



2012-10-18: The McDonnell administration in Virginia has resurrected the 63-20 tax exempt not-for-profit financing vehicle for the \$1.4 billion 55 mile US460 tollroad between Petersburg and the Norfolk Hampton Roads area. A Ferrovial-led group has been chosen to do design-build work.

The state of Virginia is providing most of the funds, although they are working on getting the Feds in also via TIFIA loans. (see chart titled Funding Source nearby)

15% tolls

Under the present plan tolls are only expected by VDOT to support \$216m of \$1,396m or 15% of the capital cost of the project which makes little economic sense. The planned toll road is located close by the existing 2x2 lane rural surface arterial standard US460 for the whole of its length. And this is a corridor with average traffic flows of only 20,000 to 30,000 a day.



It wouldn't be surprising if 460Toll got less than 10k/day.



In addition to the not-very-congested surface arterial US460, 460Toll will compete with untolled I-64 for many trips. (US460 runs parallel with I-64 and at its furthest only 25 miles from it.)

For trips to the Hampton Roads area from Richmond, Northern Virginia or points north I-64 is clearly the preferred route. But it is just 2x2 lanes so close to capacity, and difficult and expensive to widen.

A question is whether overall traffic will grow much or little or not at all. Many places in the northeast and mid-Atlantic traffic shows little or no growth or has declined a tad over the past decade.

460Toll will reduce the need for some of the longer trips to use the Hampton Roads bridge/tunnel crossings - that's a definite plus.

Its major advantage will be for Hampton Roads ports traffic headed southwest via I-85 to the western Carolinas, Atlanta and beyond.

Funding Source	Financial Model at Close w/o TIFIA Loan	Potential Financial Model with TIFIA Loan
Public Funding - VDOT	\$930 Million	\$753 - \$826 Million
Public Funding - VPA - the state port authority	\$250 Million	\$202 - \$222 Million
Net Private Sector Tax-Exempt Bonds - the 63-20 money	\$216 Million	\$100 Million
TIFIA Loan - Fed \$5 loan applied for	\$0	\$341 - \$248 Million
Net Funding (D-B Price)	\$1,396 Million	\$1,396 Million - presentation on business terms

It will be also very helpful in case of hurricane evacuation, or if Iran's ayatollahs nuke the Norfolk Naval Base.

The project is through nearly flat countryside with just overpass style bridging needed. There are seven interchanges only in 55 miles, and except for the end ones, just diamond ICs.

Lightly populated corridor

The corridor in which US460 is located is lightly populated so there is little commuter traffic. But for political reasons tolls are being set well below revenue maximizing levels at 6.7c/mile for cars and 21.3c/mile for trucks meaning for the full 55-mile trip a \$3.69 toll for cars and \$11.72 for trucks. Those are toll rates proposed by VDOT for the pike's opening year 2018.

Tolling will be by transponder or camera - cashless.

Toll rates will be escalated by 3.5% annually except if the project gets into financial trouble, in which case toll rates may be fixed at levels recommended by an "independent traffic consultant."

Political pricing

Politics is also reflected in a commitment to freeze toll rates if the pike beats the base case forecast by 10 to 20% over a three year



Norfolk

to Atlanta

Proposed Route 460 alignment

to Florida

Legend:

- U.S. Interstate
- U.S. Highway
- Proposed Interchange
- Urban Area

September 2010 submittal

Contra Jays (782m state money would allow it to take traffic and revenue risk

Camera Infrastructure & S.A.
7700 Cherry Creek Drive
Building One, Suite 500
Austin, Texas 78752-1562
512.637.8545 (phone)
512.637.1400 (fax)

instead the state puts up \$1,180m and resorts to 63-20 for rest
September 7, 2010

To:
Ms. Marge Ray
Program Manager
Innovative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Hand Deliver to:
Mrs. Brenda Williams
Administrative Services Division
Virginia Department of Transportation
1st Floor Reception Desk
1201 East Broad Street
Richmond, VA 23219

RE: Response To Solicitation For Conceptual Proposals
U.S. Route 460 Corridor Improvements Project PPTA
Letter of Submittal

Dear Ms. Ray,

Cintra Infraestructuras S.A. ("Cintra") is pleased to submit to the Virginia Department of Transportation ("VDOT") this Conceptual Proposal to finance, design, construct, operate and maintain the U.S. Route 460 Corridor Improvements Project PPTA (the "Project"). Enclosed you will find our Statement of Qualification outlining our experience, capabilities, philosophy, and approach to the Project.

We believe that the delivery of a successful project of the size and complexity of the U.S. 460

Many thought the 63-20 for tollroads was thoroughly discredited following their consistent pattern of failure a decade back. But bad ideas can come back!

As Randall Holcombe of the Independent Institute wrote recently:

"What often passes for policy analysis does not actually analyze government policy or behavior at all. It assumes government will do the optimal thing without analyzing whether government has sufficient information to find the optimal policy, or whether those in government have the incentive to carry it out. That is not policy analysis; it is wishful thinking."

When we pronounced the end of 63-20s and said 'Good Riddance' to them a few years back after a perfect failure score was established,

clearly we were guilty of wishful thinking. In government it seems bad ideas like 63-20s get retired to the closet for a year or two, but when memories have faded a little they're brought out again.

US Gov rewards irresponsible governance, enriches fly-by-nighters

The IRS 63-20 provision is an outrage, a sorry example of government rewarding with tax-exempt status those who serve the public least - the people who invest none of their own money and have no longterm stake in longterm projects, the people most likely to promote bad projects for what they can squeeze from them in the making, and to leave losses in their wake. 63-20s are a product of the twisted leftist logic that people without a stake in a project will serve the public interest better than those who have such a stake - editor.

see

VDOT site:

www.route460ppta.org

our earlier reports on the US460

<http://www.tollroadsnews.com/node/1446>

<http://tollroadsnews.com/node/2326>

<http://www.tollroadsnews.com/node/4892>

<http://www.tollroadsnews.com/node/4962>

<http://www.tollroadsnews.com/node/5958>

TOLLROADSnews 2012-10-18

TOLLROADSnews is a journalistic venture of Peter Samuel, 102 West Third Street Unit 1, Frederick MD 21701 USA tel 301 631 1148 email editor@tollroadsnews.com.

The PPJ Gazette

The staging of yet another war: We are what we claimed we despised
Siskiyou County Sheriff Jon Lopey will host a Constitutional Sheriffs' Panel

Congress set to hand our highways and freeways over to foreign corporations: New toll roads planned for all 50 states!

February 17, 2012

ppjgcorruption, GovernmentEminent domain, foreign investors, gas taxes, HR 7, public/private/partnerships, right to travel, taxpayer owned infrastructure, Texas Turf, toll roads49 Comments



Submitted by Marti Oakley

The efforts to parcel off and sell out entire sectors of America's infrastructure to foreign interest continues daily. HR 7, the bill at issue here would put tolls on roads American taxpayers funded and paid for and which they continue to fund through gasoline taxes diverted to the Transportation and Highway Trust account at the IMF. Of course, that trust fund, just like Social Security has been raided continually by the federal government since its inception leaving a negative balance for that particular identified revenue stream. The money the federal government invested in the original construction of these highways and freeways was garnered from individual taxes and was not taken from some non-existent private account owned by the Fed. The Fed has no money of its own.

HR 7 will effectively end our right to travel freely by making the cost of travel so expensive, that we won't travel.

From www.texasurf.org Texas Turf:

It's been 7 years since Congress passed the last federal highway bill. Now its racing through Congress at the speed of light — why? Because they want to sell-off our public roads to private corporations, raise your taxes

through tolls, and lift the ban on imposing tolls on existing highways. There are **500 toll projects** being contemplated in Texas alone!

An amendment to allow tolls on ALL existing interstates in all 50 states is expected to be presented on the floor by Senator Carper of Delaware. Imposing tolls on existing freeways is a massive DOUBLE TAX — charging motorists an additional tax, a toll, to use what they've already built and paid for!

The current House Bill, **HR 7**, only bans tolls on existing FEDERAL interstates. It GUTS the ban on imposing tolls on existing STATE highways — a ban that Sen. Kay Bailey Hutchison put in place for Texas since 2007.

The fate our public freeway system is *under attack*!

URGENT ACTION ITEM

STEP 1 -

Call Senator **John Cornyn** and ask him to **support** the Hutchison ban on tolling existing STATE and FEDERAL freeways and to **STRIP PPPs & TIFIA loans** OUT of the transportation bill .

Call Cornyn's office at 202-224-2934 & email him here.

STEP 2 -

Call your **member of Congress** and ask him/her to **ADD** the Hutchison "Freedom from Tolls" Amendment to ban tolling existing freeways — **BOTH** state and federal — **to HR 7 and STRIP PPPs & TIFIA loans OUT** of the transportation bill.

Find out who your member of Congress is here or call the Capitol switchboard at (202) 224-3121.

Sneaky new tax

Government has figured out that instead of solving congestion, they can manipulate it for a profit (by keeping your free lanes congested and forcing people to pay a premium to get mobility). They're terrified to raise the gas tax, but have no problem imposing tolls on all new capacity to our roads, even on EXISTING lanes that we travel today without tolls.

It costs 1-2 cents per mile to travel a gas tax funded freeway, but anywhere from 20 cents a mile up to 75 cents per mile to use a toll lane. It's an explosion in our cost to travel. **A gas tax funded road costs PENNIES a day, a toll road costs DOLLARS a day and THOUSANDS more in new taxes per year.**

The way toll roads are being financed today, ALL Americans are paying to build them through subsidies of taxpayer money like gas tax, but you won't be able to use them without paying a toll, too (a DOUBLE TAX)! So

whether you can afford to take these toll lanes or not, you're paying for them. This notion that tolls are user fees is a myth when you look at how heavily they're subsidized by ALL taxpayers. You're also paying for them through a higher cost of goods that gets passed onto consumers.

Selling us out

Both the House and Senate versions of the federal highway bill, dubbed the *American Energy & Infrastructure Jobs Act*, include public private partnerships (or PPPs) that sell-off our public roads to private corporations in 50-99 year **government-sanctioned toll road monopolies**. PPPs use heaps of public money to socialize the losses, while they privatize and **GUARANTEE** profits for the private operators.

Columnist **Michelle Malkin** calls PPPs 'corporate welfare.' Fannie Mae and Freddie Mac were some of the first PPPs and eventually caused the sub-prime mortgage crisis and subsequent \$1 trillion dollar taxpayer BAILOUT!

The **TIFIA loan program** is a HUGE source of funds used to subsidize ill-conceived toll roads that can't pay for themselves. It's the primary pot of taxpayer money given to these private, foreign corporations seeking to takeover our U.S. highways using public private partnership toll road contracts.

NOTE: The first TIFIA loan was awarded to a private consortium in a PPP deal on the South Bay Expressway in San Diego. It went bankrupt less than three years later due to traffic projections that were off by over 40,000 cars per day! Taxpayers had to accept a write-down of nearly \$80 million of a \$172 million federal TIFIA loan in yet another taxpayer bailout for private corporations.

The TIFIA loan program is all **BORROWED** money from the Federal Reserve, so who will have to bailout these toll roads when the cars don't show up as they didn't in San Diego along with other projects across the country? YOU and me, the taxpayer.

Think about it – PPPs give private corporations the power to TAX! They are granted the power to levy unlimited toll taxes on the traveling public – and we can't hold corporations accountable like we can politicians at the ballot box. This is why politicians LOVE PPPs. They get to **OUTSOURCE the taxation** to their special interest buddies and makes us pay back our own money with interest through tolls!

Rather than get rid of the failed TIFIA loan program, the federal highway bill **INCREASES** TIFIA funding by nearly TEN times from \$100/yr to **\$1 BILLION/yr**. Current law requires the taxpayers to be paid back first, now in the bill as written, private interests would get paid back first and taxpayers would be paid back last.

PPPs also contain **non-compete clauses** that prohibit or penalize the expansion of free roads surrounding the privatized toll roads, guaranteeing congestion on the free routes.

Also, PPP toll contracts allow private entities to benefit from the use of *eminent domain*, and they result in toll rates as high as 75 cents a mile. That's like adding \$15 to every gallon of gas you buy!

There is already evidence from my area as well as all around the country that people are choosing not to ride on the toll roads even though several nearby roads have been engineered with many stop signs and detours through residential streets to slow us down and FORCE us on to the toll road.

So there are new toll roads and NOBODY RIDES.

The private contractor companies that do the billing of the tolls to people deliberately make huge mistakes and overbill people and bill people who never should have been billed at all. They charge huge penalties and late fees, as our fellow poster from Canada related about his mother. IF you do not pay, they will take your drivers license away and if you get caught driving without it, they will give you huge dollar amount ticket or maybe encarcerate you.

The toll roads are a huge Orwellian physical TRAP.

There have been some instances recently around the country where planned toll road public private partnerships have not happened because there is no financing. The economic meltdown affects the international foreign companies, the private partners, too.

Economic collapse may be our only hope of maintaining some form of freedom.

Bill Brown

From: Sandy <sandyclaus2000@att.net>
Sent: Thursday, April 11, 2013 1:28 PM
To: Bill Brown
Subject: Illiana presentation April 9th
Attachments: Illiana NIRPC letter.rtf

Hi Bill, We talked to you after the NIRPC Transportation Policy Committee meeting in Portage Tuesday April 9th. You asked us to email you with our reasons why every Indiana taxpayer and their voting representative should be concerned no matter where they live.

The Illiana effects the entire state of Indiana.

Please print out the attached file to share with your fellow transportation committee members and the appointed NIRPC board members who will be voting on this issue. As we discussed, a verbal conversation is much more effective than one letter in a stack of 500.

I am attaching my letter so you can print it out separately. If you would prefer it in the body of an email, let me know.

We hope for your support and thank you in advance for your assistance.

Respectfully,

Ed & Sandy Linden (219) 696-8525

April 11, 2013

RE: Illiana Toll Road

NIRPC board members;

Every Indiana taxpayer will pay for the Illiana Tollway. Every town council member, township trustee, county commissioner and Mayor in Lake, Porter and LaPorte counties will be affected by the Illiana.

The Illiana will reduce traffic on 80/94 by only 2.2%. It will put 7,700 MORE vehicles on U.S. 41 and 5,000 MORE vehicles on I-65. There is a high probability the Illiana will be built by a private entity who will charge tolls to recoup their investment and make a profit. Unfortunately, all the extra vehicles on U.S. 41 and I-65 will require major costly road improvements to resurface and add additional lanes, not to mention long term, continuous, maintenance costs. This effects EVERY Indiana resident whether you live in Lake, Porter or LaPorte county or southern Indiana. Instead of your taxes and federal money fixing roads in your community, you will pay to improve and maintain the roads effected by a privately owned Illiana Toll Road. This effects everybody!

As mentioned during NIRPC's transporation meeting April 9th, there is a \$74 million shortfall for already approved road and bridge projects in northwest Indiana. We are moving from \$64 million down to \$26 million in federal funding.

The Illiana corridor study presentation on April 9th showed truck trips will increase by 193% and there will be 47,000 daily intermodal truck trips by 2040. It is the existing and proposed Illinois based intermodals that would be using the Illiana.

The Illiana corridor study presenters stated there would be a 200% population growth by 2040. NIRPC's own numbers don't agree with that. The U.S. Census shows Lake County lost more residents in 2012 than any other Indiana County. The Illiana presenters did finally admit that the population growth was on the Illinois side, not Indiana.

There is no benefit to Indiana to justify our cost and our permanent land desecration if the Illiana toll road is approved. It is not Indiana's population increase. It is not Indiana's intermodals. Indiana and Illinois have existing roads that can be improved to aid Illinois' traffic problems. NIRPC's own 2040 plan saw no need for an Illiana.

Please realize the cost to every county, town or city you represent and vote NO ILLIANA.

Respectfully,
Ed & Sandy Linden

APR 11 2013

12555 W. 165th Ave.
Lowell, In. 46356
April 10, 2013

To Whom It May Concern:

We feel that the Illiana Expressway will not do anything for Indiana, that it is being built for Illinois and for the proposed South Suburban Airport. It will only harm further growth in the Gary Chicago Airport. "NO BUILD" is our choice.

1. The proposal of closing the North/South roads will endanger the safety of the citizens, police, fire, ambulance, highway department and school buses.

2. The property used will be taken off our township and county tax rolls. In addition to that, the adjoining property value will decrease causing even more of a burden.

3. Very few permanent jobs will be created after the road is completed; it will only divide the county, stifling any further development in the southern end of the county.

We don't feel we're getting much representation from our elected leadership.

If this road is built -if private companies can build it and make a profit; why can't our government do the same?

Thank you for reading this and for giving it some thought.

Sincerely,

JEFFERSON and LUCILLE JUSTICE

MAR 28 2013

WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE – PO BOX 84
LOWELL, INDIANA 46356
219-696-9432
Email: wctpcts1-5@att.net

March 26, 2013

Steven Strains
NIRPC Deputy Director of Planning
6100 Southport Road
Portage, Indiana 46368

Dear Mr. Strains:

This letter is in response to the front page article in The Times (Illinois Edition) dated March 13, 2013.

First, our office was very disappointed to learn that you had a meeting with INDOT concerning the expansion of I-65 and with issues concerning the ILLIANA. We would have appreciated hearing about the meeting so we could have attended. Since the ILLIANA Toll Road directly impacts our township in so many ways, we need to be involved in the decision making process.

It is our position that widening I-65 from US 231 to Indiana State Route 2 will not solve the entire problem that will be created if the ILLIANA toll road is constructed and brings large numbers of trucks to I-65. The vast majority of truck traffic that will travel from Illinois to Indiana using the ILLIANA will be heading south to or toward Indianapolis. Truck traffic moving from Michigan or Northern Indiana down I-65 that might choose to use the ILLIANA to access I-57 or I-55 will also use those connecting Interstates to go south. In my opinion nearly zero percent of the truck traffic will come from Michigan or Northern Indiana and use I-65 to access the ILLIANA to go to Chicago. First of all, it would take them a very long way out of their way to get to their destination. Then it would cost them money to travel from I-65 to any of the interchanges that would take them north. If they are going to pay a toll doing that, why wouldn't they use the Indiana East/West Toll Way and go directly over the bridge into the city? If they aren't using one toll road that carries very little traffic, why would they use another one? And many more trucks will continue to use the Borman and US 30 because they are free. Since the construction on the Borman is complete traffic travels much more smoothly through the area.

It is our understanding that the widening of I-65 was already in the INDOT plan since they constructed the lane that is currently the berm as if it was a third lane. Now all they need to do is construct a berm. Before the ILLIANA toll way is built I-65 should be widened all of the way

from US 231 to Indianapolis. Just extending the third lane to the Lowell, State Road 2 exit will not solve the overcrowding status of I-65.

We strongly believe that taxpayer money would be more wisely spent if we invest in improving and widening US 20 and US 12 through Northwest Indiana and Indiana State Road 10 through Newton and Jasper Counties and connecting it with Illinois State Roads 1 and 17. That would make more sense and it would connect I-65 with I-57 and I-55 at a greatly reduced cost since those roads already exist and only a little additional right-of-way would be necessary.

We also believe that the selected route negatively impacts the three townships in the path of this toll road because it not only greatly disrupts routes for first responders it also negatively disrupts school districts and bus routes. Longer response times could be a life or death issue or it could cost residents their homes or farm buildings. The secondary road closures scheduled for West Creek Township alone are unacceptable. There will be an over or under pass on State Line road and all of the secondary roads between the State Line and US 41 are scheduled to be closed. Unless they change their minds we will only have one secondary road open going east from 41 to our township line. That means that in West Creek Township only two secondary roads will be open and that makes no sense to the people who are negatively impacted.

Because there are only two interchanges scheduled in Lake County and the road travels 12 miles through our county, access to the toll road for first responders is minimal. This will add to the cost of providing services to the toll road and will cost will be an additional burden to our taxpayers. It will also mean reduced response time on the toll road.

Again, it is our opinion that directing funds to the northern part of Lake County will have a more positive effect on growth and development that will create revenues for the area and the state. By getting the Gary/Chicago Airport up and running and making the current East West Toll road more user- friendly we can see businesses and industry coming to the area. Putting a toll road through the south part of the county will not bring prosperity to the area instead it will create a giant white elephant that will only diminish the communities in its path.

Because this is going to be financed as a P3 or Public-Private Partnership we have no idea where the construction crews will come from. People who think construction of this toll road will create jobs for local people may wake up and learn that those jobs are going to companies and crews from areas far from here. And those are only temporary jobs, the long term jobs would be toll takers and if an oasis is built it will probably be in Illinois and that will create jobs for gas station attendants, fast food workers and custodians. The purpose of a toll road is to move traffic from Point A to Point B as quickly as possible. That is why toll roads build oases to accommodate travelers. The only people who are traveling through the area that will use the interchanges are people from here entering the toll road and people exiting because they have reached their destinations.

There is currently no interchange scheduled for Illinois Route 1 south of Beecher, so residents from our area that might have used the ILLIANA to drive to jobs in Chicago will not have access to 394. No one will drive all of the way to I-57 west of Peotone Illinois to get to Chicago.

Northern Lake County has the infrastructure there to promote growth, rail is there already, Lake Michigan with its ports provides for shipping and the East West Toll Way is there along with 80/94 the Borman. Widening and improving US 12 and US 20 makes more sense in terms of using taxpayer money wisely.

When Illinois decided not to build the Prairie Parkway Toll road that was designed to connect I-88 with I-80 in Kendall and Kane counties, they used the funds to improve Illinois State Road 47 and other secondary roads. That was a much better use of taxpayer funds and has created a path that has created the right type of development for the area.

I'd like to have you share this letter with your board members and I hope you will consider the options that we have presented.

Thank you.

Yours truly,

A handwritten signature in cursive script, reading "Harold Mussman, Jr.", written in dark ink.

Harold Mussman, Jr.
Trustee

CC: IDOT, INDOT, Gov. Mike Pence, Rep. Rick Niemeyer, Senator Sue Landske, Mayer Karen Freeman-Wilson, Edgar Corns Lowell County Council President, Commissioner Gerry Scheub, Councilman Eldon Strong, Alice Dahl Cedar Creek Twp Trustee, Rosmarie Morrow Eagle Creek Two Trustee, Lowell Town Council, Cedar Lake Council President Randall Niemeyer, US Rep. Peter Visclosky, IN Treasurer Richard Mourdock and Richard Rampone with Parsons Brinkerhoff

WEST CREEK TOWNSHIP TRUSTEE
HAROLD MUSSMAN, JR. TRUSTEE
11821 WEST 185TH AVENUE – PO BOX 84
LOWELL, INDIANA 46356
219-696-9432
Email: wctpcts1-5@att.net

NIRPC
Attn: Mary Thorne
6100 Southport Road
Portage, IN 46368

RE: The proposed ILLIANA Corridor

Dear Ms Thorne:

I am sending a copy of a report that was sent to our office by our District Conservationist with the USDA Natural Resources Conservation Service (NRCS) for you to review. Perhaps this will help influence the Board's decision on how to proceed with construction of this ill advised toll road. It appears to us in lieu of this report that the negative impact far outweighs the positive benefits. If you could please send copies of this report to the members of your board we would be very appreciative.

Thank you.

Yours truly,

A handwritten signature in dark ink, appearing to read "Harold Mussman, Jr.", written in a cursive style.

Harold Mussman, Jr.
Trustee



Natural Resources Conservation Service
3001 Leonard Drive, Suite 104
Valparaiso, IN 46383
Ph. 219-462-7515 Ext. 3

Mr. Harold Mussman Jr.
West Creek Township Trustee
11821 W 185th Ave
Lowell, IN 46356

April 2, 2013

Dear Mr. Mussman,

Thank you for the invitation to attend your community meeting concerning the proposed Illiana Tollway that could divide the West Creek Township. I will be out of town the day of your meeting and have agreed to send to you this report in place of my presence. Please use the information as needed.

Background: A Corridor Map dated 3/20/13 was sent to me by the Lake County Surveyor's Office with the request for me to list suggestions for the consultants to consider in lessening negative impacts that the proposed Illiana Tollway would have on the Lowell/Cedar Lake/Crown Point, Agricultural Area. The report given to the County Surveyor follows; please note that a decision not to build the highway eliminates all of the concerns addressed in the report.

REPORT: Below you will find 5 suggestions concerning the planning and design of the Tollway that should lessen the negative impacts of the proposed project. Following the 5 suggestions are the corresponding reasoning and detail behind each suggestion.

1. Agricultural Internal Soil Drainage: It is essential on all non-forested or terminal wetland areas that every manipulation of the surface drainage for the entire corridor's length have a designed and installed new and/or replacement subsurface internal drainage tile. That tile needs to be carried from an existing tile main or at least 2 feet below field surface level to a suitable tile, intermittent or perennial stream outlet on either side of the Tollway. Basically every non-perennial stream culvert directing surface water under the Tollway and every newly created parallel surface drain to the Tollway needs a subsurface tile drain designed and installed. As a minimum the capacity needs to be for a 3/8 inch drainage coefficient for the watershed area served, whether it is 1 ac. to many acres. The exception would be where existing large area or multi-farm drainage tiles exist. In these cases the existing tile needs to be replaced with materials that will last the lifetime of the Tollway. Care needs to be taken not to damage existing tiles during soil investigation activities. Local tiling contractors and/or long term landowners can give good insight as to where those older tiles are located.
2. Inlet and Outlet Protection: Provide grade stabilization structures to drop field level surface water into the designed swells and/or culverts serving the drainage system of the Tollway. Also provide rock and/or concrete splash pads at the outlet sections of all culverts. An efficient way to accomplish inlet protection is to design drop inlet risers onto the horizontal culverts where needed to circumvent possible head cutting.

3. All Existing County and State Roads Need to Remain Open for the Length of the Corridor: No less than 15 overpass/underpasses in combination need to be constructed on the corridor to prevent an agricultural, social and commercial decline of the area and to provide for environmental justice.
4. Sight, Sound and Particulate Matter Conservation: The entire corridor needs sight, sound and particulate matter conservation planning, design and installation. Residential areas need walled and/or bermed sight, sound and particulate matter barriers while Rural areas need, at a minimum, sight and separation conservation practices consisting of screening with evergreens such as Norway Spruce that are resistant to salt spray.
5. Prime on Unique Farmland Preservation: No less than 70 Tracts of land containing prime and/or unique farmland will be consumed by the corridor. For prime and unique farmland preservation; there could be an ag-district established in Lake County where mitigation funds could be used to purchase development rights to preserve an area of prime and unique farmland equal in size to that being lost within Lake County.

Reasoning behind Suggestion #1: For the most part soils in the corridor are clay and/or silt based soils of the Valparaiso Moraine. For these soils to remain productive; surface drainage with a subsurface drainage component is essential to soil productivity and to long-term soil health. Even residential areas along the corridor depend on subsurface soil drainage. Providing the subsurface drainage component for the entire length of the corridor will lessen the negative impact of the Tollway. On a side note; one has suggested to have an elevated highway to take care of farming and drainage issues.

Reasoning behind Suggestion #2: On all USDA surface water runoff designs, the water being handled must have a suitable outlet that will last without degradation for the lifespan of the practice.

Reasoning behind Suggestion #3: This area is a mix of residential and agricultural lands. Resident's depends on the existing County and State Highway infrastructure. The roads proposed for closing connect at all points the Lowell/Cedar Lake/Crown Point Area and for the most part have the same naming conventions from far North Lake to far South Lake County. Environmental Justice (meaning to treat people groups equally on Environmental Protection Issues) would mandate that all these roadways crossing the Proposed Illiana Tollway remain open via by underpass or by overpass. The I80-94 corridor in North Lake County provides 18 over/under passes in the same span, west to east from the Stateline to I65. Fifteen Highway crossings would be needed on the Proposed Illiana Tollway to provide an equal Environmental Justice with North Lake County. Keeping all of the County and State Roads open lessens the negative impact on the suburban residence of Lowell, Cedar Lake and Crown Point. It is essential to the County as a whole to keep these roads open. Emergency vehicles must cross the Tollway efficiently to avoid undue loss of life and property.

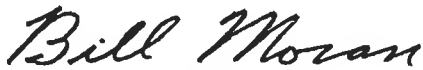
The need for maintaining every crossing is further justified; the proposed route cuts through no less than 23 major farming operations affecting no less that 46 farm families. Again on a side note; one has suggested to have an elevated highway to take care of crossing issues.

Reasoning behind Suggestion #4: Suggestion #4 is self explanatory however Environment Justice will be served if the corridor is screened for sight, sound and particulate matter conservation as to the extent provided to the I80-94 corridor.

Reasoning behind Suggestion #5: Suggestion # 5 is completely self explanatory.

In conclusion: USDA is committed to seeing that the highest standard of excellence is applied to the planning, design, and installation of infrastructure changes that affect our Rural Communities. We accept change for the common good but in that process we realize that short sightedness for short-term gain may not adequately protect our Soil, Water, Air, Plant, Animal plus Human Resources. This Highway proposal has a forever affect on our community. It can either have a minimum negative impact by being scrapped completely or it can have a minimum negative impact by addressing these and other issues outline at this point in time. I thank you for graciously allowing us to carry out our mission of Helping People Help The Land.

Sincerely,

A handwritten signature in cursive script that reads "Bill Moran".

Bill Moran, District Conservationist

May 17, 2013

Mr. Bruce Hamann
Road Commissioner
Will Township
30317 S. Will Center Road
Peotone, IL 60468

Dear Mr. Hamann:

Reference is made to your inquiry at the Corridor Planning Group (CPG) meeting on April 30, 2013 in Cedar Lake, IN regarding the effects of road closures on the adjacent highway network in Will Township.

Enclosed is a chart showing draft 2040 Average Daily Traffic projections under three scenarios. These projections are with an assumed population/employment projection of a tolled Illiana B3 and the inaugural South Suburban Airport being in place, and measured between Corning and Kennedy Roads:

1. Drecksler, Will Center and Ashland kept open; Ridgeland, Egyptian Trail, Crawford, Kedzie, and Western closed.
2. Drecksler, Will Center, Kedzie and Ashland kept open; Ridgeland, Egyptian Trail, Crawford, and Western closed.
3. Drecksler, Egyptian Trail, Will Center, Kedzie and Ashland kept open; Ridgeland, Crawford, and Western closed.

Scenario	Drecksler	Ridgeland	Egyptian Trail	Will Center	Crawford	Kedzie	Western	Ashland
1.	13590	0	0	7290	0	0	0	5270
2.	13590	0	0	6280	0	2095	0	4185
3.	13045	0	855	5970	0	2095	0	4185

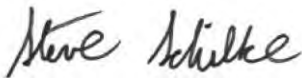
Please note the following:

- Kedzie Avenue is projected to carry 2095 vehicles a day, and removes about half that number from Will Center and Ashland (the adjacent open routes) in either Scenario 2 or 3.

- Egyptian Trail is projected to carry 855 vehicles a day, and removes about half that number from Drecksler and Will Center (the adjacent open routes) in Scenario 3.

The next Corridor Planning Group meeting will be on May 30, 2013 at 1:00 PM at the Will County Fair Atrium, 10 West Street, Peotone, IL 60468. We welcome your continued participation in the Illiana Corridor study.

Sincerely,



Steve Schilke, P.E.
Program Manager
Illinois Department of Transportation



Jim A. Earl, II, P.E.
Project Manager
Indiana Department of
Transportation

Mayor Einhorn:

This is in reference to your verbal inquiry during the Illiana Corridor Planning Group meeting on April 30, 2013 regarding the projected volumes on US 231 for the Illiana Corridor study. The following is for your information:

US 231 from US 41 to I-65 in Crown Point, IN has a draft projected 2040 ADT varying from approximately 17,400 to 27,000 total vehicles per day under a "No Build" scenario. Applying a tolled Illiana Corridor to the network results in the following traffic changes (all vehicles) to US 231:

- 400 less vehicles per day east of US 41
- 200 less vehicles per day west of SR 55
- 100 more vehicles per day west of I-65

Medium Truck volumes for US 231 in 2040 for "No Build" are projected approximately 3% of total traffic. Applying a tolled Illiana Corridor to the network results in the following traffic changes:

- No change in medium trucks per day east of US 41
- No change in medium trucks per day west of SR 55
- 100 less medium trucks per day west of I-65

Heavy Truck volumes for US 231 in 2040 for "No Build" are projected approximately 4% to 5% of total traffic. Applying a tolled Illiana Corridor to the network results in the following traffic changes:

- 100 more heavy trucks per day east of US 41
- 100 less heavy trucks per day west of SR 55
- 100 less heavy trucks per day west of I-65

Please contact Katie Kukielka at 847-705-4126 or email Katie.kukielka@illinois.gov if you have further questions.

Thanks,

Rick Powell, P.E.

Senior Engineering Manager

Parsons Brinckerhoff

230 West Monroe Street

Suite 900

Chicago, IL 60606

Mobile: 312-330-7477

powellw@pbworld.com

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Comment Form

Public Meeting #2

Circle One:

June 17, 2013
INDIANA

June 18, 2013
ILLINOIS

The Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT) are hosting the second Open House Public Meeting for Tier Two. Based on your feedback, and extensive stakeholder involvement, IDOT and INDOT will be presenting refinements to the preferred corridor, interchange types and locations, local road connectivity, overpass and underpass locations, environmental protection and opportunities.

IDOT and INDOT encourage your input throughout the development process of this project. Please place your comment forms in the box marked COMMENTS; or fax to (847) 705-4159; or fold in thirds, tape closed, place a stamp and mail. In addition, the Project's website also accepts comments (www.illianacorridor.org).

Please send comments related to this meeting by July 2, 2013. Comments received by this date will become part of the public record for this meeting.

Comments/Questions: Great presentation. Display were
great.

(Optional, Please Print)

Name William E. Covington

Affiliation Mayor of University Park

City/State University Park, IN Zip Code 46484

Phone No. 708 473-6423

E-Mail Address WCovington@university-park.in.gov

Please do not add me to the mailing list ☐



S-360

From: [Illiana Corridor Team](#)
To: vcovington@university-park-il.com
Subject: Illiana Corridor Study
Date: Monday, July 08, 2013 10:37:37 AM

Dear Mayor Covington:

Thank you for your comments submitted at our June 18, 2013 Public Meeting supporting the Illiana Corridor.

Preliminary alignment considerations were presented at the April 16 and April 18, 2013 Public Meetings. The purpose of the meetings was to explain the Tier Two process, including: the refinement of the preferred corridor, interchange locations and layout, determining overpass and underpass opportunities, environmental analysis, and continued stakeholder outreach. Comments received from these meetings, as well as continued survey data collected, were analyzed to further refine the alignment and impacts to local and adjacent roadways. The findings were compiled and presented at our June, 2013 Public Meetings. Information received from the June meetings will enable further analyses to determine a recommended alignment, including interchanges, frontage roads, and overpasses/underpasses to be presented at a fall, 2013 Public Hearing as part of the Tier Two Draft Environmental Impact Statement comment period. Information obtained during the comment period will be evaluated and used to make potential refinements which will be documented in the Tier Two Final Environmental Impact Statement. The Federal Highway Administration will issue a Record of Decision (ROD) either selecting the final alignment for B3 or the No-Action Alternative. The ROD is anticipated to be issued in spring of 2014.

Thank you for supporting the Illiana Corridor Study. We encourage you to visit our website at www.illianacorridor.org for the most current information as the study efforts continue.

Regards,

Illinois and Indiana Departments of Transportation

Please do not reply to this message as we cannot ensure delivery.
Please visit www.illianacorridor.org to submit additional comments.



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

September 9, 2013

Ms. Tina Hill
Chairwoman
McHenry County Government Center
2200 North Seminary Ave.
Woodstock, IL 60098

Dear Ms. Hill:

In response to your August 21, 2013 letter regarding the Illiana Corridor project, it would appear that McHenry County was not able to consider the additional information provided in our August 20th letter. That letter was distributed to all the members of the Transportation, Metropolitan Planning Organization Policy and Chicago Metropolitan Agency for Planning (CMAP) Board committees, and responds to each of the issues that McHenry County and CMAP have raised. We would like to take this opportunity to restate the key facts associated with the Illiana Corridor project as well as provide some additional insight to our highway programming plans.

GOTO 2040 Plan

The County has noted that planning the Illiana Corridor project was included in the GOTO 2040 Plan. As described in our August 20th letter, this set the stage for a successful bi-state planning effort that has included more stakeholder participation, technical studies and agency oversight than any other project that was being considered prior to adoption of the GOTO 2040 Plan in fall 2010. CMAP staff has participated throughout the Illiana planning process, and while we are concerned about the timing of their emerging opposition to the project, we are equally concerned about the analysis that supports their opposition.

CMAP Evaluation

As described in our detailed analysis, CMAP staff review of the Illiana Corridor project is cursory, and does not provide a sufficient technical justification for opposing the project. Further, CMAP's evaluation attempts to marginalize the extensive work completed by the Illinois Department of Transportation (IDOT) and project stakeholders as part of the Environmental Impact Study process. The following summarizes our response to the specific issues noted in your letter:

- Regional travel benefits associated with a single project typically have a small percentage difference – the Illiana Corridor project is being compared to a 460 mile expressway system. However, even when considering CMAP's analysis, the Illiana project will provide approximately \$1.0 million in daily travel time savings.

- CMAP's evaluation of the economic benefits of the Illiana project did not make any comparison to other projects currently in the GOTO 2040 Plan. If such a comparison was made, as shown in our detailed response, the Illiana would have the second highest increase in Gross Regional Product of any "new facility" type project in the GOTO 2040 Plan. In addition, the Illiana project would create 9,000 construction related short-term jobs, and 28,000 long-term jobs, which would be spread throughout the region.
- Based on an updated financial analysis, the project will generate toll revenue that will completely pay for the project as well as the operation and maintenance of the facility by 2053.
- The addition of the Illiana project to the fiscally constrained list of major capital projects will not impact other projects on that list. The Illiana Corridor project will be a toll road, and based upon our most recent financial analysis, the project will pay for itself by 2053. Even without considering toll revenue from the Illiana Corridor project, we will be able to cover \$950 million required for the Illinois share of project by adjusting the costs of other IDOT projects in the GOTO 2040 Plan, as described below:
 - I-55 Managed Lanes. This project was advertised in 2010 for consultant services to provide a managed lane on I-55 at an estimated construction cost of \$400 million. However, the GOTO 2040 Plan initially identified a construction cost at \$1.6 billion and assumed complete reconstruction. However, IDOT knows that converting the existing inside shoulders, which were previously widened in the 1990s as part of the reconstruction/rehabilitation of I-55, would cost substantially less. Since a full reconstruction is not needed, the \$1.6 billion estimate is no longer accurate. Furthermore, the initial \$1.6 billion estimate was reduced to \$1.32 billion during the March 2013 amendment to the GOTO 2040 Plan to include the Circle Interchange project in the list of fiscally constrained capital projects even though this project is primarily maintenance of an existing interchange. During the CMAP Board and Metropolitan Planning Organization Policy Committee meetings amending the GOTO 2040 Plan, CMAP acknowledged that the GOTO 2040 plan did not include a comprehensive Interstate plan identifying the region's Interstate transportation needs. As such, CMAP was not aware of the previous I-55 reconstruction/rehabilitation project. Consequently, complete reconstruction of I-55 is not warranted and the estimated cost of the I-55 managed lanes project is only \$400 million, a savings of over \$900 million.
 - I-57/I-294 Interchange. The cost of the I-57/I-294 Interchange was revised from \$580 million to \$550 Million, due to actual bids coming in lower than estimated. This is one of the benefits of constructing these major projects now since prices are competitive and bids are coming in lower than expected. Additionally, the first phase of this project is almost \$130 million under previous estimates due to the current competitive bidding environment.

With all of these cost adjustments totaling \$950 million, there is more than enough room to add the Illiana into the fiscally constrained portion of the GOTO 2040 plan without needing to remove any other project. One other important fact is that because the Illiana will be a toll road there will be toll revenues that will offset the cost of the Illiana Corridor project over time. Under the FHWA guidance, a new toll or other user fee facility that is supported by the Governor, legislature, and/or other appropriate local/regional decision-makers, is considered funding that can be reasonably expected to be available to a region for a particular project. The GOTO 2040 Plan does not include the Public Private Partnership funding that will be available for the Illiana project as part of the overall funding that can be reasonably expected to be available to the region. We believe that is problematic since we know there will be fees generated by the tolls.

Please also note that arterial projects are not considered in the GOTO 2040 Plan, and are not competing with the major projects in the GOTO 2040 Plan. As noted below, IDOT has made a significant investment in arterial projects that are priorities for McHenry County.

County Projects

Over the past 5 years, IDOT has committed over \$200 million towards construction and preconstruction activities for projects within and adjacent to McHenry County, which demonstrates a strong commitment to improving transportation in McHenry County. District One understands McHenry County's priorities and has regular meetings with your staff, and IDOT staff has worked tirelessly to make these projects a reality. With respect to the Algonquin Bypass project currently under construction and funded through Governor Quinn's Illinois Jobs Now! Capital Program, we overcame a number of unique and extraordinary issues, including special waste challenges at the former Toastmaster property, as well as complex issues regarding a roadway alignment within an active mining area. It is with this same spirit that US Route 14 project is moving along with a letting hopefully soon in FY 2015. Our staff is working with McHenry County College on finalizing the intersection design at the College's entrance and the necessary right of way to construct the project. As you know, the college has requested multiple revisions to their entrance as they continue to refine their entrance design. As such, the original January 2013 schedule for securing the publically and privately owned right-of-way to improve the college entrance has lapsed.

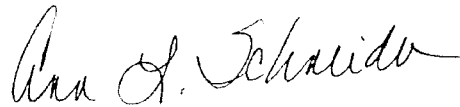
Our sister agency, the Tollway, has advanced the \$2.2 billion reconstruction of the 62-miles of Interstate 90 from Rockford to O'Hare International Airport as part of the \$12 billion Move Illinois Capital Program. This project serves McHenry County residents and will improve commute times to both Rockford and Chicago. Governor Quinn's Illinois Jobs Now! Capital Program included significant funding for the reconstruction of a new interchange at Illinois Route 47, a project strongly supported by McHenry County. We look forward to the interchange at Illinois Route 47 opening this fall, and further discussions

regarding a new interchange at Illinois Route 23. In addition, IDOT is in the process of advertising for Design Engineering services for additional lanes along Illinois Route 47 between Huntley and Woodstock. This major add-lanes project is the next logical improvement to the Illinois 47 corridor and will serve central McHenry County by extending our recently completed improvements along Illinois Route 47 through Huntley and by enhancing the improved access at the soon to be completed interchange at Interstate 90. We also look forward to participating in the Tollway's planning for the Illinois Route 53 Extension project, which will provide improved access to both Lake and McHenry County.

Conclusion

In the past, other important transportation projects in our region have been stalled and endlessly debated. The Illiana Corridor has strong local support in Will County much like many of the projects IDOT has delivered in McHenry County. The Illiana will strengthen our economic competitiveness both regionally and internationally by supporting freight and trucking needs in this area. This project has a chance to be truly historic as a Public Private Partnership, which will bring private capital to Illinois and expand our ability to deliver projects. IDOT has a long history of addressing critical transportation needs throughout the region, and has invested billions in doing so. We look forward to continuing our partnership and furthering our common goal of addressing transportation issues in McHenry County and the region. I would greatly appreciate your support for the Illiana project, and look forward to future discussions.

Sincerely,

A handwritten signature in black ink, reading "Ann L. Schneider". The signature is fluid and cursive, with the first name "Ann" and last name "Schneider" clearly legible.

Ann L. Schneider
Secretary

Attachment



McHENRY COUNTY BOARD

TINA R. HILL, CHAIRWOMAN

McHENRY COUNTY GOVERNMENT CENTER
2200 N. SEMINARY AVENUE
WOODSTOCK, IL 60098
815/334-4221
Fax 815/338-3991
Email: TRHill@co.mchenry.il.us

September 12, 2013

Ms. Ann L. Schneider, Secretary
Illinois Department of Transportation
Office of the Secretary
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Secretary Schneider:

Thank you for the clarifying explanation of IDOT's support of the Illiana road project. I truly appreciate IDOT's responsive nature to McHenry County transportation needs. I look forward to our conference call next Wednesday at 11:00 a.m. to further discuss our positions and concerns.

Regards,

A handwritten signature in cursive script that reads "Tina R. Hill".

Tina R. Hill, Chairwoman
McHenry County Board

cc: Sarah Kurmann

Stakeholder Meeting Agenda Village of Peotone

Location: Peotone Village Hall
Date: January 14, 2013
Time: 8:30 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Village of Peotone MEETING SIGN-IN SHEET

Date: 1/14/13
Location: Peotone Village Hall
Purpose: Data collection

Name	Email	Phone Number	Agency
1. <u>George Gery</u>	<u>admin@villageofpeotone.com</u>	<u>708-208-3279</u>	<u>Peotone V. H.</u>
2. <u>Rich Duran</u>	<u>mayor@villageofpeotone.com</u>	<u>" "</u>	<u>Village of Peotone</u>
3. <u>Jamy Lyne</u>	<u>lyne.jt@pbworld.com</u>	<u>312-803-6649</u>	<u>P.B.</u>
4. <u>David McCall</u>	<u>mcgibm@pbworld.com</u>	<u>312 803 6544</u>	<u>PB</u>
5. <u>Kesti Susinskas</u>	<u>AECOM kesti.susinskas@illinois.gov</u>	<u>847-705-4126</u>	<u>AECOM</u>
6. <u>Rick Powell</u>	<u>powellw@pbworld.com</u>	<u>312-330-7477</u>	<u>PB</u>
7. <u>Steve Schilke</u>			<u>IDOT</u>
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STAKEHOLDER MEETING SUMMARY

Village of Peotone

Date: January 14, 2012
Time: 8:30 AM
Location: Peotone Village Hall

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. After introductions and a discussion on the status of Tier One and upcoming Tier Two activities, the following items were discussed:

- G. Gray Asked where interchanges are being planned and stated that an interchange at IL 50 is critical to Peotone remaining supportive of the project. D. McGibbon stated that the study team continues to analyze the possibility of an interchange at IL 50, but there are complex issues associated with placing an interchange at IL 57 and IL 50 due to the proximity of the two, the location of the railroads tracks, the power lines and the Peotone Township building.
- Mayor Duran Expressed concerns about the Manteno intermodal facilities pushing traffic up Rt. 50 to Wilmington-Peotone Road and if there is not an interchange on Rt. 50, in addition to I-57. He stated concerns that if there is not an interchange at Rt. 50 that trucks will continue to use Wilmington-Peotone Road versus the Illiana, as they do currently. Peotone stated that if the Illiana is located with and interchange at IL 57 and not IL 50, that truck traffic from the Manteno intermodal will create an even more negative impacts on Peotone than there is today without the Illiana.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in and near Wilton Township may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Wilmington, 120th Avenue (Green Garden/Manhattan Road), S. Center Road, Rathje Road, IL 50, Drecksler, Egyptian trail
 - Uncertain/Borderline: 104th Avenue, Will-Center Road, Crawford, Ashland. G. Gray stated that the study team should speak with the SSA team to discuss this proposal as they believe the SSA has future plans to use Will-Center and Ashland Roads.
 - Closed: 128th/Elevator Road, Ridgeland Avenue, Kedzie, Western

The meeting concluded at approximately 9:30 AM.

Attendees:

Village President Rich Duran, Village of Peotone
George Gray, Administrator, Village of Peotone
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Dave McGibbon - PB
Jamy Lyne – PB

Remote attendees: None

Stakeholder Meeting Agenda Peotone Township

Location: Peotone Village Hall
Date: January 14, 2013
Time: 9:30 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Stakeholder Meeting Agenda Peotone Township

Location: Peotone Village Hall
Date: January 14, 2013
Time: 9:30 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Peotone Township
MEETING SIGN-IN SHEET

Date: 1/14/13
Location: Peotone Village Hall
Purpose: Data Collection

Name	Email	Phone Number	Agency
1. <u>Tamy Lyne</u>	<u>lynejl@pbworld.com</u>	<u>312-803-6649</u>	<u>Parsons Brinckerhoff</u>
2. <u>Rick Powell</u>	<u>powellw@pbworld.com</u>	<u>312-330-7477</u>	<u>" "</u>
3. <u>David M. McGowan</u>	<u>mcgowan@pbworld.com</u>	<u>312 803 6544</u>	<u>" "</u>
4. <u>Kesti Susinskas</u>	<u>kesti.susinskas@illinois.gov</u>	<u>847-705-4126</u>	<u>AECOM</u>
5. <u>John Hack</u>	<u>none</u>	<u>708-516-8777</u>	<u>Peotone Township Comm.</u>
6. <u>David W. Cann</u>	<u>d.cann@comcast.net</u>	<u>708-567-6122</u>	<u>Peotone Township, Super</u>
7. <u>Steve Schilke</u>			<u>IDOT</u>
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STAKEHOLDER MEETING SUMMARY

Peotone Township

Date: January 14, 2013
Time: 9:30 AM
Location: Peotone Village Hall

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. After introductions, the following items were discussed:

- Township officials would like to see the B3 alignment moved to avoid the Township Hall. It is a new township hall and a lot of money was spent to build it. D. McGibbon explained the NEPA process and that there are more environmental impacts and costs when you move the alignment north or south of where it is currently located.
- D. Cann suggested not attempting to run the alignment south west of 57, but rather beginning to run it south starting at 57 and take a slight jog south.
- J. Hack suggested moving B3 ¼ mile south for ¾ miles between I-57 and IL 50, or hug the power lines to the north to avoid the houses and the township building. J. Hack stated that he can live with taking some of the land around the buildings, but he really prefers that the project does not take the buildings. It was stated that there is a large wetland complex just south of the proposed interchange on the east side of I-57, and is a constraint to moving further south.
- S. Schilke explained that moving the corridor north of the power lines creates interchange spacing issues and would require a significant residential hit due to a subdivision being in that area.
- J. Hack's family has been farming their land for over 100 years.
- D. McGibbon went through the original alignment option for the Townships areas of concern, in addition to the three avoidance options contained in the EIS and outlined the impacts of each option. D. McGibbon stated that with additional information from the Township the study team will again revisit avoidance options that might reduce impacts overall.
- D. Cann stated that the Will County Land Use Department is hosting a forum to discuss an Illiana interchange at US 52/US 45, and that they make no mention of IL 50. D. Cann is not convinced an interchange at IL 50 is needed and believes the plan should be to stick with an interchange at US 52/US 45.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in and near Wilton Township may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Wilmington, 120th Avenue (Green Garden/Manhattan Road), S. Center Road, Rathje Road, IL 50, Drecksler, Egyptian trail
 - Uncertain/Borderline: 104th Avenue, Will-Center Road, Crawford, Ashland. The Township asked the study team to take another look at 104th Avenue as they believe it is an important route. The study team agreed to do so.
 - Closed: 128th/Elevator Road, Ridgeland Avenue, Kedzie, Western

The meeting concluded at approximately 10:30 AM.



Illiana Corridor Phase I Study

Attendees:

Township Supervisor, David Cann, Peotone Township
Road Commissioner, Jim Hack, Peotone Township
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Dave McGibbon - PB
Jamy Lyne – PB
Remote attendees: None

Stakeholder Meeting Agenda Village of Manhattan

Location: Peotone Village Hall
Date: January 14, 2013
Time: 10:30 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Village of Manhattan

MEETING SIGN-IN SHEET

Date: 1/14/12
Location: Peotone Village Hall
Purpose: Data Collection Update

Name	Email	Phone Number	Agency
1. <u>MARC NELSON</u>	<u>mnelson@villageofmanhattan.org</u>	<u>(815) 418-2100</u>	<u>VILLAGE OF MANHATTAN</u>
2. <u>WIMMY GIBSON</u>	<u>wgibson@villageofmanhattan.org</u>	<u>815 418 2100</u>	<u>"</u>
3. <u>WILLIAM BORG</u>	<u>wborg@villageofmanhattan.org</u>	<u>815 418 2100</u>	<u>"</u>
4. <u>TAMMY LYNE</u>	<u>lynejl@pbworld.com</u>	<u>312-803-6649</u>	<u>PB</u>
5. <u>STEVE SCHILKE</u>			<u>IDOT</u>
6. <u>RICK POWELL</u>	<u>powellw@pbworld.com</u>	<u>312-330-7477</u>	<u>PB</u>
7. <u>DAVID MCCABSON</u>	<u>mccabson@PBworld.com</u>	<u>312 972 9987</u>	<u>PA</u>
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STAKEHOLDER MEETING SUMMARY

Village of Manhattan

Date: January 14, 2013
Time: 10:30 AM
Location: Peotone Village Hall

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. After introductions and a discussion on the status of Tier One and upcoming Tier Two activities, the following items were discussed:

- S. Schilke explained that a corridor wide collaborative land use plan between communities is desired. The USEPA desires protection of a wider than 400 foot corridor for future planning and preservation purposes. Additional land preservation would require local support and preservation efforts.
- Manhattan is participating in the Rt. 53 Corridor Group which is focused on the historic aspect of Rt. 53/US 66, but also recognizes the important transportation route that it is and that it is a state route. Mayor Borgo states that an interchange at Rt. 53 is imperative to serving the intermodal facilities and keeping trucks off of local routes. M. Gibson stated that an interchange at Rt. 53/US 66 is important to the tourism development the Rt. 53 Corridor Group is working on, as well.
- Cedar Road is of utmost importance to Manhattan in terms of economic development and north-south travel.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis alone indicates that the following roads in and near Manhattan may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Cedar, Wilmington, 120th (Green Garden/Manhattan) Road
 - Uncertain/Borderline: Old Chicago Road, Martin-Long, 104th
 - Closed: Symerton Road, Warner-Bridge Road, Walsh Road, 128th/Elevator Road. Manhattan questioned Warner-Bridge Road and the study team said they would take a closer look at it. R. Powell mentioned that it is a busy road in Kankakee County, but that traffic drops off north of Wilmington-Peotone Road because it is cut off by Midewin National Tallgrass Prairie.
- Other than asking the study team to take a second look at Warner-Bridge Road, Manhattan was comfortable with the initial findings of the economic analysis on roads intersecting with Corridor B3.
- Manhattan encourages keeping as many roads as possible open due to the overall lack of north-south roads to accommodate future needs.
- Manhattan also stated that Cedar and Gougar are of the utmost importance to remain open. Gougar is the only north-south route in the area that runs continuously without dead ends or jogs.
- Manitowish's boundary agreements take their limits south to the County line and west to Cherry Hill with Elwood. They do not have a boundary agreement with Wilmington.
- Manhattan expressed dismay with the letter that CMAP recently sent to IDOT about the Illiana as it was not factual and reasonable.

The meeting concluded at approximately 11:50 AM.



Illiana Corridor Phase I Study

Attendees:

Village President Bill Borgo, Village of Manhattan
Marian Gibson, Administrator, Village of Manhattan
Marc Nelson, Engineer, Village of Manhattan
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Dave McGibbon - PB
Jamy Lyne – PB

Remote attendees: None

Stakeholder Meeting Agenda Will Township

Location: Peotone Village Hall
Date: January 14, 2013
Time: 12:30 PM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Will Township

MEETING SIGN-IN SHEET

Date: 1-14-13
Location: Village of Peotone
Purpose: Update

Name	Email	Phone Number	Agency
1. <u>Jamy Lyne</u>	<u>lynejl@pbworld.com</u>	<u>312-803-6649</u>	<u>Parsons Brinckerhoff</u>
2. <u>Judy Ogalla</u>	<u>sovechl@hotmail.com</u>		<u>Will Cty Bd</u>
3. <u>BRIAN CANN</u>	<u>BRIAN.CANN@SBCGLOBAL.NET</u>	<u>708-258-6865</u>	<u>Will Twp</u>
4. <u>BRUCE HAMANN</u>	<u>HAMANN BRUCE@yahoo.com</u>	<u>708-258-6865</u>	<u>Will Twp</u>
5. <u>Kesti Susinskas</u>	<u>kest.susinskas@illinois.gov</u>	<u>847-705-4126</u>	<u>AECOM</u>
6. <u>David McElroy</u>	<u>mcrobbs@pbworld.com</u>	<u>312-292-9987</u>	<u>Parsons Brinckerhoff</u>
7. <u>Vicki Powell</u>	<u>powellw@pbworld.com</u>	<u>312-330-7477</u>	<u>powellw@pbworld.com</u>
8. <u>Steve Schilke</u>			<u>IDOT</u>
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STAKEHOLDER MEETING SUMMARY

Will Township

Date: January 14, 2013
Time: 12:30 PM
Location: Peotone Village Hall

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. After introductions and a discussion on the status of Tier One and upcoming Tier Two activities, the following items were discussed:

- J. Ogalla stated that she and Mr. Hamann and Mr. Cann and Will township are opposed to the Illiana B3 Corridor. It should be located further north or further south. S. Schilke and R. Powell explained that while the northernmost corridor A1 had the best travel performance, that it also had the highest amount of environmental impacts.
- Concerned that Corridor B3 is located to accommodate or avoid the South Suburban Airport which they do not believe will be built.
- J. Ogalla asked where the trucks from the intermodals near Joliet & Elwood are going and which roads they are using to travel.
- J. Ogalla stated that the residents of eastern Will County did not respond negatively sooner to Corridor B3 because they believed it would be like the SSA and would be studied, but not come to fruition.
- J. Ogalla also stated that the same folks being impacted by the SSA are the same folks being impacted by the Illiana and farmers and agricultural lands should not continue to be placed at a lower value than other lands and properties in terms of figuring out where to locate infrastructure projects.
- J. Ogalla also stated that the role that agriculture plays in the economy and as a local business shouldn't continue to be placed at a lower value than other businesses in the area are.
- B. Hamann asked why the B3 Corridor is bumped north near Drecksler Road which causes agricultural parcel severances. D. McGibbon explained that is to avoid wetlands and streams which were identified in the aerial data from the National Wetland Inventory and that this is why the on-the-ground field surveys are so important; to verify what is actually on the ground and what quality it is. B. Hamann said that there are no wetlands in this area and he knows that because he has farmed it.
- J. Ogalla & B. Hamann stated that the Illiana will sever the farming community and many families located throughout the study area and that they cannot support it because it does not benefit the people and agricultural businesses that are currently located in the area.
- It was stated that the IL 50 –Wilmington Peotone was not a problematic intersection from the standpoint of intermodal truck traffic or intersection design.
- B. Hamann asked why expansion of IL 17 cannot be done instead of building the Illiana. S. Schilke explained that Tier One analysis shows that arterial route improvements do not address the transportation needs in the study area. S. Schilke also added that the study found that alignments further south in the Study Area do not address the intermodal traffic and were found to progressively carry less overall traffic when modeled.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to this economic analysis, local input is necessary. The economic analysis indicates that the following roads in and near Will Township may remain open, be closed , or are uncertain/borderline at this time:
 - Open: Drecklser, IL 50, Egyptian Trail

Illiana Corridor Phase I Study

- Uncertain/Borderline: Will-Center, Crawford, Ashland
- Closed: Ridgeland, Kedzie, Western
- There were no specific objections to the current findings of the economic analysis for road connectivity.
- J. Ogalla stated that there are families impacted multiple times along the Corridor. S. Schilke stated that becoming aware of things like that is one of the steps that will be taken during landowner interviews in Tier Two.
- B. Hamann's family is impacted twice in the B3 Corridor; 1. on the corner of Crawford & Kedzie and 2.
- J. Ogalla asked if land acquisition would occur before project funding was in place. S. Schilke stated that land acquisition would likely only occur before overall project funding if there was a hardship situation.
- B. Hamann asked where he can get the local traffic count information (Peotone, Will & Washington Townships). S. Schilke replied that the ADT information would be sent to Mr. Hamann

The meeting concluded at approximately 1:50 PM.

Attendees:

Township Supervisor, Brian Cann, Will Township
Road Commissioner, Bruce Hamann, Will Township
County Board District 1, Judy Ogalla
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Dave McGibbon - PB
Jamy Lyne – PB
Remote attendees: None

Stakeholder Meeting Agenda Wilton Township

Location: Peotone Village Hall
Date: January 14, 2013
Time: 3:00 PM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Wilton Township
MEETING SIGN-IN SHEET

Date: 1/14/13
Location: Village of Peotone
Purpose: Update / Data Collection

Name	Email	Phone Number	Agency
1. <i>Jamy Lyne</i>	<i>lyne.jl@pbworld.com</i>	<i>312-803-6649</i>	<i>Parsons Brinckerhoff</i>
2. <i>Gignith Borden</i>	<i>BBorden95@aol.</i>	<i>708 473-7847</i>	<i>Wilton Township Supv.</i>
3. <i>Ray Nugent Jr</i>	<i>RNUGENTJR@aol</i>	<i>815 592-3304</i>	<i>" " Highway Comm</i>
4. <i>Larry Christiansen</i>	<i>LWC6123@ISILAN.NET</i>	<i>108-259-5285</i>	<i>" " Trustee</i>
5. <i>David McG. 6607</i>			
6. <i>Kesti Susinskas</i>	<i>kesti.susinskas@illinois.gov</i>	<i>847.705.4126</i>	<i>AECOM</i>
7. <i>Rick Powell</i>	<i>powellw@pbworld.com</i>	<i>312 330.7477</i>	<i>Parson Brinckerhoff</i>
8. <i>Steve Schilke</i>			<i>IDOT</i>
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STAKEHOLDER MEETING SUMMARY

Wilton Township

Date: January 14, 2013
Time: 3:00 PM
Location: Peotone Village Hall

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. After introductions and a discussion on the status of Tier One and upcoming Tier Two activities, the following items were discussed:

- S. Schilke explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in and near Wilton Township may remain open, be closed, or are uncertain/borderline at this time:
- Open: Gougar, Cedar, Wilmington, Wilton-Center, 120th (Green Garden/Manhattan) Road
- Uncertain/Borderline: 17th Ave/Martin Long, Old Chicago Road, 104th
- Closed: Warner-Bridge Road, Walsh Road, 128th/Elevator Road, Symerton. R. Nugent is concerned about 128th being closed. The study team agreed to take another look at 128th.
- R. Nugent asked what the status of the drainage and field tile assessment is. D. McGibbon stated that the drainage team and field survey team are in the process of pulling that information together. R. Nugent stated that damaged tiles and subsequent flooding is an issue that folks still remember and are upset about from when I-57 was constructed.
- R. Nugent asked what IDOT is going to do for folks if tiles are damaged during the project. S. Schilke stated it would depend on a case-by-case basis.
- G. Borden asked if land acquisition will occur prior to project funding. S. Schilke explained that because the corridor has not been narrowed to 400 feet, it is unknown which properties need to be purchased at this time and that land acquisition would not occur until the 400 foot wide corridor is identified and project funding is in place, with, perhaps, the exception of hardship cases.
- G. Borden asked for a list of all the landowners in the 2000 foot corridor of B3 in Wilton Township. S. Schilke agreed that the study team would provide this list.
- L. Christiansen stated that the working alignment's current location, which was moved from the center of the corridor to the southern edge to avoid impacts to the composting facility, would still cause hardship to the facility, and suggested that the working alignment would need to move further south (outside of the corridor) to fully eliminate the impact.
- L. Christiansen owns one of the compost sites in Corridor B3.

The meeting concluded at approximately 4:00 PM.

Attendees:

Township Supervisor, Gynith Borden, Wilton Township
Road Commissioner, Ray Nugent, Wilton Township
Commissioner, Larry Christiansen
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Dave McGibbon - PB



Illiana Corridor Phase I Study

Jamy Lyne – PB
Remote attendees: None

Stakeholder Meeting Agenda Town of Cedar Lake

Location: Cedar Creek Ministries
Date: January 18, 2013
Time: 9:00 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

MEETING SIGN-IN SHEET

Date: January 18, 2013

Location: Cedar Lake Ministries

Purpose: One on One Stakeholder Meeting
Town of Cedar Lake

Name	Email	Phone Number	Agency
1. <u>Rick Rampone</u>	<u>rampone@pbworld.com</u>	<u>317-287-3410</u>	<u>Parsons Brinckerhoff</u>
2. <u>Kesti Susinskas</u>	<u>kesti.susinskas@illinois.gov</u>	<u>847 705 4126</u>	<u>AECOM</u>
3. <u>Randy Niemeyer</u>	<u>randy.niemeyer@cedarlakein.org</u>	<u>219-374-6303</u>	<u>CEDAR LAKE</u>
4. <u>JACK SLAGER</u>	<u>Jack.slager@cedarlakein.org</u>	<u>219-374-7400</u>	<u>CEDAR LAKE</u>
5. <u>ED LEONARD</u>	<u>leonaide@pbworld.com</u>	<u>312-803-6526</u>	<u>Parsons Brinckerhoff</u>
6. <u>Jim Pinkerton</u>	<u>jpinkerton@indot.in.gov</u>	<u>219-325-7455</u>	<u>INDOT</u>
7. <u>Jim Ed</u>	<u>jeat@indot.in.gov</u>	<u>317-233-2072</u>	<u>INDOT</u>
8. <u>Steve Schilke</u>	<u>Steven.schilke@illinois.gov</u>	<u>847 705-4125</u>	<u>INDOT</u>
9. <u>IAN NICOLINI</u>	<u>ian.nicolini@cedarlakein.org</u>	<u>219-374-7000 x127</u>	<u>CEDAR LAKE</u>
10. <u>David McGowan</u>	<u>mcmowan@PBWorld.com</u>	<u>312-402-4227</u>	<u>Parsons Brinckerhoff</u>
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Illiana Corridor Phase 2 Study

STAKEHOLDER MEETING SUMMARY

Town of Cedar Lake

Date: January 18, 2013
Time: 1:00 PM (Central)
Location: Cedar Lake Ministries – 13701 Lauerman Street, Town of Cedar Lake, IN

Introductions of meeting attendees was held. J. Earl then provided a brief update of the project including the recent approval of the Tier One EIS and the next steps and project schedule for the Tier Two EIS phase of the project. He stated the objectives of the meeting which were to present and discuss the current Corridor B3 working alignment, results of interchange studies and local road connectivity studies. He also indicated that the working alignment of the highway will continue to be refined based on information received from field studies and stakeholder and landowner meetings. He explained that the initial road connectivity approach to be discussed was based on simple financial analysis, but that road connectivity issues and concerns would continue to be addressed based on anticipated meetings with emergency service providers, school districts, stakeholders and landowners. The anticipated schedule for the project is that the DEIS will be submitted in September 2013 and the FHWA Record of Decision for Tier Two will be issued in March 2014. He then opened the discussion to the Town to present their questions/concerns:

Ian Nicolini, Town of Cedar Lakes, indicated that Cedar Lakes has potential wetland mitigation sites. There was a public meeting for these mitigation sites and NIRPC was involved.

Ian Nicolini discussed the Lake Dale Dam near Mount Street – this dam almost failed as a result of the severe rainfall of September 2008 and a \$1M project was undertaken to repair and improve the dam and spillway system. He will provide contact for engineer of the dam repair project. He also suggested we check the Lake Dale Property Owner's web site for more information on the dam project.

Ian Nicolini inquired about the cost of the Illiana facility. The Cedar Lake representatives stated that if the toll is more than \$0.30/mile for trucks, they felt it would not be used by local trucking companies.

Ian Nicolini described a potential trail corridor along Cedar Creek and Founders Creek. He also recommended a larger span over West Creek for another potential trail.

The Cedar Lake representatives expressed their concern that all north-south roads between Cedar Lake and Lowell remain open.

The meeting concluded at approximately 10:00 am (Central)

Attendees: (see attached Sign-In Sheet)

Stakeholder Meeting Agenda Town of Lowell

Location: Cedar Creek Ministries
Date: January 18, 2013
Time: 12:00 PM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

MEETING SIGN-IN SHEET

Date: 01-18-2012

Location: Cedar Creek Ministries

Purpose: Town of Lowell

Name	Email	Phone Number	Agency
1. CRAIG EARLEY	craigearley85@yahoo.com	219-306-0317	Town of Lowell
2. SUSAN PETERSON	townadministrator@lowell.net	(319) 696-7794 x16	" " "
3.			
4. EDGAR CORNS	edcorns@netnet.net	219-696-8813	Town of Lowell
5. Jim Pinkerton	jpinkerton@indot.in.gov	219-325-7455	INDOT
6. Kesti Susinskas	kesti.susinskas@illinois.gov	847-705-4126	AECOM
7. Jim Earl	jearl@indot.in.gov	317-233-2642	INDOT
8. Steve Schilke	stevenschilke@illinois.gov	847-705-4125	INDOT
9. David McGibbon	mcgibbon@pbworld.com	312-402-4227	Parsons Brinckerhoff
10. Rick Rampone	rampone@pbworld.com	317-287-3410	Parsons Brinckerhoff
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STAKEHOLDER MEETING SUMMARY

Town of Lowell

Date: January 18, 2013
Time: 1:00 PM (Central)
Location: Cedar Lake Ministries – 13701 Lauerman Street, Town of Cedar Lake, IN

Introductions of meeting attendees was held. J. Earl then provided a brief update of the project including the recent approval of the Tier One EIS and the next steps and project schedule for the Tier Two EIS phase of the project. He stated the objectives of the meeting which were to present and discuss the current Corridor B3 working alignment, results of interchange studies and local road connectivity studies. He also indicated that the working alignment of the highway will continue to be refined based on information received from field studies and stakeholder and landowner meetings. He explained that the initial road connectivity approach to be discussed was based on simple financial analysis, but that road connectivity issues and concerns would continue to be addressed based on anticipated meetings with emergency service providers, school districts, stakeholders and landowners. The anticipated schedule for the project is that the DEIS will be submitted in September 2013 and the FHWA Record of Decision for Tier Two will be issued in March 2014. He then opened the discussion to the Town to present their questions/concerns:

C. Earley, Town of Lowell, indicated that the Town does not currently have a formal land use plan. The Town with a planning consultant, James Madson, who is in the process of developing a comprehensive land use plan.

C. Earley indicated that he was formerly a volunteer fireman and thus has a strong interest of the potential impact of the Illiana project on emergency services not only from the community perspective but also from his perspective as a former volunteer fireman. EMS day time service is shared between Cedar Lake and Lowell. Lowell EMS providers currently cover 10 miles of I-65 and 4 miles of US 41.

C. Early indicated that local EMS is struggling to be financed and expenses exceed available funding. He has noticed that Lowell EMS providers are experiencing more calls involving accidents on I-65. Lowell EMS providers will not be able to provide service to the Illiana highway with available level of funding. J. Earl indicated that there is a possibility that the P3 operator would contract out EMS.

The Town representatives expressed their position that no north-south roads be closed because of the impacts on emergency services and especially emergency response times.

Cedar Creek was mentioned as a possible future recreational path and a comment was received from Town about optimizing the alignment to more closely follow section lines to avoid fragmenting farm properties.

C. Earley inquired if bike and jogging paths would be incorporated into the highway design. He requested Illiana project team coordination with the Town on this matter.

The Town representatives requested better communications with property owners who would be affected by the project. S. Schilke described the Illiana landowner outreach plan.

The meeting concluded at approximately 2:00 pm (Central)



Illiana Corridor Phase 2 Study

Attendees: (see attached Sign-In Sheet)

Stakeholder Meeting Agenda City of Wilmington

Location: International Union of Operating Engineers Local 150
Date: January 24, 2013
Time: 4:00 PM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

City of Wilmington

MEETING SIGN-IN SHEET

Date: 1-24-13

Location: Local 150 - Wilmington

Purpose: Tier Two Update

Name	Email	Phone Number	Agency
1. <u>Jamy Lyne</u>	<u>lynejl@pbworld.com</u>	<u>312-883-6649</u>	<u>J. L</u>
2. <u>Rick Powell</u>	<u>powellw@pbworld.com</u>	<u>312-330-7471</u>	<u>Parson Brinckerhoff</u>
3. <u>Kesti Susinskas</u>	<u>kesti.susinskas@illinois.gov</u>	<u>847-705-4126</u>	<u>AECOM</u>
4. <u>Steve Schilke</u>	<u>stevan.schilke@illinois.gov</u>	<u>847-705-4125</u>	<u>IDOT</u>
5. <u>Colby Zemaitis</u>	<u>czemaitis@wilmington-il.com</u>	<u>815-476-2755</u>	<u>Wilmington</u>
6. <u>Tony GRAFF</u>	<u>tgraff@wilmington-il.com</u>	<u>815-476-2176</u>	<u>X232 City Wilmington</u>
7. <u>MARIV ORR</u>	<u>moor@wilmington-il.com</u>	<u>815-476-2175</u>	<u>City of Wilmington</u>
8. <u>DARIN PLOTTS</u>	<u>DPLOTTS@WILMINGTON-IL.COM</u>	<u>815-476-3121</u>	<u>CITY OF WILMINGTON</u>
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STAKEHOLDER MEETING SUMMARY

City of Wilmington

Date: January 24, 2013
Time: 4:00 PM
Location: Local 150 Building, Wilmington, IL

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. A presentation was given outlining that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The findings of the economic analysis were discussed and attendees were asked for local input:

- Discussion took place regarding the IL 129 interchange and the fact that it will remain a project separate from Illiana, but will be closely coordinated with Illiana.
- Mayor Orr's house is in the secondary impacts footprint of Corridor B3 off of Derby Ct.
- Wilmington reiterated their previous position in opposition to an interchange directly on Rt. 53 due to the potential noise impacts it would have on the Water's Edge subdivision and due to the limited growth potential that area would have for economic development and due to the Historic Route 66 tourism attraction work that the City is doing with the Rt. 53 Corridor Group.
- The City supports an interchange offset to the east of IL 53. The City's studies and plans indicate that they will see a much higher benefit from an off-set interchange than an interchange directly on IL 53. S. Schilke discussed that the study team is evaluating multiple options for an off-set interchange, including a meandering route that would move traffic exiting and entering further from Midewin. S. Schilke also explained that an off-set interchange near Old Chicago Road, as the City suggests, creates adverse travel and will cause less trucks to use the Illiana and stay on the local routes. The City would like the study team to evaluate closing the River Road interchange to see what type of impact that might have on the truck travel patterns and how that relates to an off-set interchange near Old Chicago Road.
- S. Schilke explained that the Illiana study considers the area from the Kankakee River to Wauponsee Glacier Trail to be a sensitive area due to the contexts of Midewin and its natural habitats, Old US 66 and city of Wilmington nearby, and is looking for input to incorporate project elements that will best balance these interests.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road. Interchanges are being assumed at I-55, IL 53 (off-set or none at all), Rt. 45, possibly IL 50, I-57 and I-65.
 - Borderline: Old Chicago Road (likely will remain open), 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford
 - Closed: Kankakee River Drive (but remains open due to the proposed bridge structure over Kankakee River), Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Avenue, Yates Road, Klemme Road. (S. Schilke stated that also due to overwhelming demand, leaving Yates open will be considered along with possibly either Cottage Grove or Stoney Island).
- Mayor Orr again inquired about the laws prohibiting the Illiana from going through the Midewin.



Illiana Corridor Phase I Study

- Mayor Orr asked about the no-action alternative.
- Mayor Orr asked about CMAP's position on Corridor B3 based on the letter they recently sent to IDOT. Mayor Orr stated that he does not agree with CMAP. S. Schilke stated that he believes that the hiring of the P3 advisors for Illiana and the financial analysis will help alleviate CMAP's concerns. S. Schilke discussed the project schedule, with the Tier Two ROD by spring 2014, a P3 concessionaire awarded in 2014 (if the project goes P3), and construction from 2015-2018 following right of way acquisition.
- S. Schilke discussed the desire for a multi-jurisdictional land use plan across the B3 corridor, adopted by the counties and municipalities. This concept is supported greatly by USEPA.

The meeting concluded at approximately 5:30 PM.

Attendees:

Mayor Marty Orr - City of Wilmington
Tony Graff – City of Wilmington
Colby Zemaitis – City of Wilmington
Darrin Plotts – Wilmington Police Chief
William Long - Florence Township
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Dave McGibbon - PB
Jamy Lyne – PB
Remote attendees: None

Stakeholder Meeting Agenda Will County

Location: International Union of Operating Engineers Local 150
Date: January 24, 2013
Time: 10:30 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Will County MEETING SIGN-IN SHEET

Date: 1-24-12

Location: Local 150 Building, Wilmington

Purpose: STAKEHOLDER COORDINATION TIER TWO

Name	Email	Phone Number	Agency
1. <u>TOM WEIGEL</u>	<u>TOM.WEIGEL@ATT.NET</u>	<u>815-722-0881</u>	<u>WILL COUNTY BOARD</u>
2. <u>Bob Howard</u>	<u>rhowardsupc@yahoo.com</u>	<u>708 772-0834</u>	<u>Will County Board</u>
3. <u>DIANE ZIGROSSI</u>	<u>DHSWillCounty@yahoo.com</u>	<u>815-735-8394</u>	<u>Will County</u>
4. <u>Herb Brooks, Jr</u>	<u>StJohnsChurch@comcast.net</u>	<u>815-726-7080</u>	<u>Will Co. Bd.</u>
5. <u>HAROLD DAMRON</u>	<u>HDAMRON@WILLCOUNTYILLINOIS.COM</u>	<u>815-743-8352</u>	<u>Will Co EMA</u>
6. <u>Don Gould</u>	<u>Rocklaw940@aol.com</u>	<u>815-725-7665</u>	<u>Will Co. Bd.</u>
7. <u>JUDY O'CALLA</u>	<u>JOUCBA1@hotmail.com</u>	<u>708-710-3701</u>	<u>Will Co. Bd.</u>
8. <u>Dee Deibel</u>	<u>Deibel@willcountyillinois.com</u>	<u>708 408-8805</u>	<u>Will Co. Bd.</u>
9. <u>LARRY WALSH</u>	<u>lwalsh@willcountyillinois.com</u>	<u>815-774-7490</u>	<u>County Executive</u>
10. <u>BRUCE GOULD</u>	<u>bgould@willcountyillinois.com</u>	<u>815-727-8476</u>	<u>COUNTY ENGINEER</u>
11. <u>NICK PALMER</u>	<u>NPALMER@WILLCOUNTYILLINOIS.COM</u>	<u>815-774-7488</u>	<u>COUNTY EXECUTIVE</u>
12. <u>Walter G. Adamie</u>	<u>walter.adamie@att.net</u>	<u>(815) 953-6745</u>	<u>Will County Bd Public Works Admin</u>
13. <u>Kesti Susinskas</u>	<u>Kesti.susinskas@illinois.gov</u>	<u>847 705 4126</u>	<u>AECOM</u>
14. <u>Steve Schilke</u>	<u>steven.schilke@illinois.gov</u>	<u>847 705 4125</u>	<u>IDOT</u>
15. <u>Rick Powell</u>	<u>powellw@pbworld.com</u>	<u>312-330-7477</u>	<u>Parsons Brinckerhoff</u>
16. <u>Alicia Haulon</u>	<u>ahaulon@willcountyillinois.com</u>	<u>815-774-6365</u>	<u>Will Co Exec.</u>
17. <u>Curt Paddock</u>	<u>cpaddock@willcountylanduse.org</u>	<u>815-774-4353</u>	<u>Will Co. Land Use Dept.</u>
18. <u>David McGee</u>	<u>mccg@pbworld.com</u>	<u>312 972 9967</u>	<u>Parsons Brinckerhoff</u>
19. <u>Jammy Lyne</u>	<u>lynejl@pbworld.com</u>	<u>312-803-6649</u>	<u>P.B.</u>
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STAKEHOLDER MEETING SUMMARY

Will County

Date: January 24, 2013

Time: 10:30 PM

Location: Local 150 Building, Wilmington, IL

The primary purpose of the meeting was to discuss the Illiana Tier One ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- S. Schilke mentioned that letters are being mailed to landowners later this month. These letters will provide landowners with the status of the corridor their property is located in, provide information about corridor refinement during Tier Two and to inform them of the land acquisition. S. Schilke also mentioned that IDOT will be providing funding for an ombudsman to be hired by the Will County State's Attorney Office.
- J. Ogalla asked how surveyors are insured and if they were to get injured on personal property who is responsible for covering injury and damages. S. Schilke stated that all surveyors must have liability insurance and that the study team would check to see if a landowner could be held liable if a surveyor was hurt while working on their property.
- J. Ogalla asked if surveyors could notify landowners 24 hours in advance of entering their properties. S. Schilke stated that State agencies are not accustomed to this type of practice and are not required to provide such detailed notice and that 24 hour notice for every survey activity would be too time intensive. Notification of survey activities is required and provided to landowners, but 24 hours ahead of time specific notice is not. S. Schilke also explained that there are difficulties in doing specific property owner notifications due to the fact that while the study team may have addresses for the large majority of property owners, they do not have phone numbers or email addresses for the majority, thereby further hindering last minute notice.
- J. Ogalla, W. Adamich, B. Howard, & W. Adamich felt strongly that IDOT should do as much as feasible to notify landowners ahead of survey activities, particularly with invasive activities such as geotechnical explorations. S. Schilke stated that invasive activities will involve additional outreach efforts to reach landowners.
- L. Walsh, D. Zigrossi, J. Ogalla and D. Gould expressed that letters should be sent to landowners via Certified mail. S. Schilke expressed that perhaps it would be best to send the letters via delivery confirmation versus certified due to the land acquisition content of the letters. This content plus a certified mail with signature could make landowners fear that land acquisition is imminent. D. Zigrossi stated that this should not be a concern, and that it is most important to be certain the landowners received the information.
- J. Ogalla and B. Howard said landowner letters should include info to strongly urge Landowners to call and provide email and phone number contact info to the study team and that the letters should state that this information is necessary for the team to have so they can coordinate with landowners. J. Ogalla stated that the Board members names could be put on the letters to urge the contact if that is what it takes.
- N. Palmer and B. Friefeld offered for the County to assist in helping collect contact information for Landowners.

Illiana Corridor Phase I Study

- D. Seiler asked about the land acquisition appraisal process and stated concern about the economic decline of housing and the fact that landowners should be made whole and fully compensated for the full value of their property based on highest and best use.
- S. Schilke explained the locations that interchanges are being considered. Some Board members expressed that an interchange on Rt. 53 would benefit the most in removing trucks from local roads, other Board members stated that an off-set interchange is more supported and would suffice. L. Walsh pointed out that Wilmington and Elwood do not want an interchange on Rt. 53.
- Edwin's bar was mentioned as a desired alignment avoidance. It is a historic building that was opened and used by Al Capone. S. Schilke noted that Edwins would be impacted by an interchange at IL Rt. 50 if that interchange were to be implemented.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
- Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road. Interchanges are being assumed at I-55, IL 53 (off-set or none at all), Rt. 45, possibly IL 50, I-57 and I-65.
- Borderline: Old Chicago Road (likely to remain open), 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford (B. Gould expressed a desire for Will-Center to remain open. S. Schilke stated that other stakeholders have also expressed that as well, and that the team will consider this.) (The County desires Yates to remain open. S. Schilke stated that others have also expressed the need for this and that the team will take this into consideration)
- Closed: Kankakee River Drive (however, will remain open due to the proposed bridge over the Kankakee River), Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road), Ridgeland, Kedzie, Western, Cottage Grove, Stoney Avenue, Yates Road, Klemme Road. (S. Schilke stated that also due to overwhelming demand, leaving Yates open will be considered along with possibly either Cottage Grove or Stoney Island). There was also some sentiment to keep Warner Bridge Road open over Martin Long.
- Will County board members suggested Pace be coordinated with to ensure their dial-a-ride and commuter van pool programs were considered in the road connectivity process.
- Will County expressed great concern over the negative tone of the letter sent by CMAP regarding the Preferred Corridor Report. The Illiana is a very important project to Will County and they do not appreciate that CMAP seems to be working against the project. The County would like to see the State take a stronger position in reducing the negativity coming from CMAP because CMAP has no planning jurisdiction in Will County. Will County intends to plan its own future and not allow an outside agency with no jurisdiction to determine its future.
- B. Friefeld stated that there was an article in the paper recently that stated that Will County's support of the B3 route was contingent upon the Illiana going through Midewin. B. Friefeld stated that this article is false and that the County simply wants to see the Illiana avoid as many human impacts as possible. L. Walsh commended the study on limiting residential takes to 7 residences in the Tier One FEIS.
- L. Walsh strongly encouraged IDOT to work more closely with the press to get the facts out about the importance of this project to the region.

The meeting concluded at approximately 12:25 PM.

Attendees:

Larry Walsh, County Executive



Illiana Corridor Phase I Study

Tom Weigel, Will County Board
Bob Howard, Will County Board
Diane Zigrossi, Will County Board
Herb Brooks, Will County Board Speaker
Harold Damron, Will County Emergency Management Director
Don Gould, Will County Board
Judy Ogalla, Will County Board
Bruce Friefeld, Will County Board Chief of Staff
Bruce Gould, Will County Highway Engineer
Nick Palmer, County Executive Chief of Staff
Walter Adamic, Will County Board
Alicia Hanlon, County Executive Senior Transportation Planner
Curt Paddock, Will County Land Use Director
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Dave McGibbon - PB
Jamy Lyne – PB
Remote attendees: None

Stakeholder Meeting Agenda Village of Symerton

Location: International Union of Operating Engineers Local 150
Date: January 25, 2013
Time: 8:30 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

MEETING SIGN-IN SHEET

Date: 1/25/13

Location: LOCAL 150 WILMINGTON IL

Purpose: VILLAGE of SYMERTON STAKENOLD MTS

Name	Representing	Email Address
1. Rick Powell	Persans Brinckerhoff	<u>powellw@pbworld.com</u>
2. Al Darr	Symerton	<u>mayor darr @ hotmail.com</u>
3. Alan C Darr Sr	Symerton, IL	<u>adarr1@live.com</u>
4. KESTI SUSINSKAS	IDOT PMC	<u>kesti.susinskas@illinois.gov</u>
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STAKEHOLDER MEETING SUMMARY

Village of Symerton

Date: January 25, 2013
Time: 8:00 AM
Location: ASIP Local 150 Training Center, Wilmington IL

The primary purpose of the meeting was to discuss the current status of the Illiana Tier One activities and upcoming Tier Two activities. After introductions and a discussion on the status of Tier One and upcoming Tier Two activities, the following items were discussed:

- K. Susinskas explained the land acquisition process: that it would start in full after the Tier Two Record of Decision, and that landowner meetings would be scheduled for mid-February. The Village will be provided a copy of the letter that is going out.
- K. Susinskas explained the P3 process; if the project goes P3, concessionaires will bid on the project and the states will select a winning bidder. The method of project funding will need to be identified before the Tier Two Record of Decision, and the project must be conformed to CMAP and NIRPC's 2040 regional plans. If funding cannot be successfully assembled, whether P3 or some other method, the project cannot move forward to the next step of construction.
- A. Darr Jr. inquired about the process in Indiana. K. Susinskas stated Indiana is participating with 25% of the study funding and INDOT provides leadership on all planning issues on the Indiana portion of the study. The new governor, Mike Pence, has indicated his support for the project.
- R. Powell presented the list of road closures to the village from I-55 to the state line. A. Darr Jr. and Sr. commented that the closures of Symerton Road and Martin Long Road (if it is swapped for Warner Bridge as requested by other locals) would not directly impact the village's operations, but would cut off a segment of Will County to the northeast from the village, who would then need to travel out of direction along Warner Bridge to Wilmington Peotone road and then back north. No other concerns about road closures were indicated by the village.
- A. Darr Jr. stated he has gotten recent emails (apparently from subconsultant Images Inc.) with no attachment where one appeared to be intended. K. Susinskas and R. Powell indicated they would notify the project team.

The meeting concluded at approximately 8:45 AM.

Attendees:

Alan Darr Jr., President, Village of Symerton
Alan Darr Sr., Trustee, Village of Symerton
Kesti Susinskas – AECOM
Rick Powell – Parsons Brinckerhoff
Remote attendees: None

STAKEHOLDER MEETING SUMMARY Wilmington Township

Date: January 25, 2013
Time: 11:30 AM
Location: Local 150 Building, Wilmington, IL

The primary purpose of the meeting was to discuss the Illiana Tier ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
- Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, Egyptian Trail, S. Ashland, State-Line Road
- Borderline: Old Chicago Road (likely to remain open), 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford
- Closed: Kankakee River Drive, Riley, S. Indian Trail, Warner Bridge Road, Walsh Road, 128th, Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Island, Yates, and Klemme.

B. Lardi expressed the opinion that the interchange should be at IL 53 and not offset.

The meeting concluded at approximately 12:30 PM.

Conference Call Attendees:

Bob Lardi, Highway Commissioner - Wilmington Township
Kesti Susinskas – IDOT
Rick Powell – PB
Dave McGibbon - PB
Jamy Lyne – PB
Remote attendees: None

Stakeholder Meeting Agenda Village of Beecher

Location: Washington Township Center
Date: January 28, 2013
Time: 10:30 AM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Village of Beecher

MEETING SIGN-IN SHEET

Date: 01-28-2013

Location: Washington Tap

Purpose: Illiana w/ Beecher

Name	Representing	Email Address
1. Kesti Susinskas	AECOM	kesti.susinskas@illinois.gov
2. Paul Hohmann	Village of Beecher	paulhohmann721@yahoo.com
3. ROBERT BARBER	VILLAGE OF BEECHER	ROBARB@VILLAGEOFBEECHER.ORG
4. Steve Schilke	IDOT	Steven.Schilke@illinois.gov
5. Rick Powell		
6. Tamy Lyne	LB	lynejt@pbarrd.net
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STAKEHOLDER MEETING SUMMARY

Village of Beecher

Date: January 28, 2013
Time: 10:30 AM
Location: Washington Township Building, Beecher, IL

The primary purpose of the meeting was to discuss the Illiana Tier ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road
 - Borderline: Old Chicago Road, 17th Ave/Martin Long Road, Gougar Road, 104th, Will- Center, Crawford, (B. Barber and Mayor Lohmann expressed a desire for Will-Center to remain open and stated that Egyptian Trail could be closed. S. Schilke stated that other stakeholders have also expressed the desire for Will-Center to remain open, as well, and that the team will consider this.)
 - Closed: Kankakee River Drive (however, it will remain open due to the length of the proposed Kankakee River bridge), Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Avenue, Yates Road, Klemme Road. (Beecher also desires Yates to remain open due to north-south travel needs. S. Schilke stated that others have also expressed the need for this and that the team will take this into consideration.)
- S. Schilke discussed the desire for a multi-jurisdictional land use plan across the B3 corridor, adopted by the counties and municipalities. This concept is supported greatly by USEPA.
- Mayor Lohmann stated that he has already received his copy of the letters that will be sent to the landowners regarding the status of Corridors A3S2, B3, B4, and the no-action alternative going into Tier Two. S. Schilke asked the Village to please help spread the word to landowners about why it is so important for them to attend the neighborhood meetings and why the study team may need quick contact information like emails and phone numbers from them.
- B. Barber asked how much of a landowner's property can be taken before IDOT will purchase the entire parcel. S. Schilke said it just depends on the details of the location of the roadway on the property and whether access can be provided to the land. S. Schilke stated that IDOT typically will not land-lock a parcel and will buy it if economical access cannot be provided.
- Mayor Lohmann asked if the study team knows what the WCFPD's plans are to purchase ROW for the Vincennes Trail.
- B. Barber asked about the financial viability of the roadway. S. Schilke explained that IDOT is in the process of hiring a P3 advisor and that a P3 forum will be held this spring to gauge interest and start providing project information to potential investors.

The meeting concluded at approximately 12:10 PM.



Illiana Corridor Phase I Study

Attendees:

Mayor Paul Lohmann, Village of Beecher
Bob Barber, Manager, Village of Beecher
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Jamy Lyne – PB
Remote attendees: None

Stakeholder Meeting Agenda Washington Township

Location: Washington Township Center
Date: January 28, 2013
Time: 12:00 PM

- 1) Introductions
- 2) Status of the Illiana Corridor Study
 - a) Tier One – substantially completed
 - b) Tier Two – next steps and project schedule
- 3) Corridor B3 Refinement Process
 - a) Alignment Alternatives
 - b) Interchange Studies
 - c) Local Access Studies
- 4) Questions from Study Team
- 5) Comments/Questions from Stakeholders

Washington Twp.
MEETING SIGN-IN SHEET

Date: 1-28-13
Location: Washington Twp
Purpose: Tier Two Update

Name	Email	Phone Number	Agency
1. Jerry K Meyer	WashingtonTwp@hotmail.com	708-946-6459	Road District
2. Bob Howard	rkwardsup@yahoo.com	708 946-2026	Town Account
3. Kesti Susinskas	kesti.susinskas@illinois.gov	847 705 4126	AECOM
4. Steve Schilke	steven.schilke@illinois.gov	847 705 4125	IDOT
5. Rick Powell			RB
6. Tamy Lyne	lynejl@pbworld.com	312-803-6649	RB
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STAKEHOLDER MEETING SUMMARY Washington Township

Date: January 28, 2013
Time: Noon
Location: Washington Township Building, Beecher, IL

The primary purpose of the meeting was to discuss the Illiana Tier ROD and upcoming Tier Two activities. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary.

- B. Howard and J. Townsend received their copies of the letters that will be sent to the landowners regarding the status of Corridors A3S2, B3, B4, and the no-action alternative going into Tier Two. S. Schilke asked the Village to please help spread the word to landowners about why it is so important for them to attend the neighborhood meetings and why the study team may need quick contact information like emails and phone numbers from them.
- B. Howard asked if landowners are compensated if access to the properties is severed and adverse travel is necessary for them to access the land they may farm. S. Schilke responded that IDOT will do everything they can to not cause access difficulties, but if adverse access issues do occur, the landowner will be compensated. Farming is treated as
- B. Howard said Enbridge is sending surveyors out this spring, as well and this work may be confused with the Illiana.
- B. Howard asked for the list of landowners in Washington Township. S. Schilke stated that the Study Team would get this information to him.
- J. Townsend expressed concern about how to most effectively bring the Vincennes Trail south
- J. Townsend asked who would take ownership of the frontage roads. S. Schilke stated that possibly the townships would take ownership of the frontage roads.
- B. Howard asked if the P3 would involve public purchase of shares that could perhaps be purchased by local residents or local governments. S. Schilke stated that this is currently unknown and would be dependent upon the details of the investment agreement.
- J. Townsend expressed concerns about the Townships financial viability due to many properties coming off the tax rolls due to the Illiana, while real economic development will likely not be seen for 20+ years.
 - B. Howard inquired as to what type of laws will apply to when and what type of signs can be put up along the Illiana on private properties.
 - B. Howard asked when it will be decided if the project is going forward or not. S. Schilke replied that the study team should know by spring of 2014 with the receipt of the Tier Two ROD.
- R. Powell explained that an economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The economic analysis indicates that the following roads in the area and across the County may remain open, be closed, or are uncertain/borderline at this time:
 - Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail, Drecksler, S. Ashland, State-Line Road



Illiana Corridor Phase I Study

- Borderline: Old Chicago Road, 17th Ave/Martin Long Road, Gougar Road, 104th, Will-Center, Crawford
- Closed: Kankakee River Drive, Riley, S. Indian Trail, S. Symerton Road, Warner Bridge Road, Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove, Stoney Avenue, Yates Road, Klemme Road.

The meeting concluded at approximately 1:30 PM.

Attendees:

Bob Howard, Township Supervisor
Jerry Townsend, Township Road Commissioner
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Jamy Lyne – PB
Remote attendees: None

MEETING SIGN-IN SHEET

Date: 2/8/13
Location: WILL CO. HWY DEPARTMENT
Purpose: STAKEHOLDER MTG - TIER 2

Name	Representing	Email Address
1. <u>RICK POWELL</u>	<u>PARSONS BRINCKERHOFF</u>	<u>powellw@pbworld.com</u>
2. <u>Kesti Susniskas</u>	<u>AECOM</u>	<u>kesti.susniskas@illinois.gov</u>
3. <u>Steve Schille</u>	<u>IVOT</u>	<u>stevenschille@illinois.gov</u>
4. <u>Eric Wesel</u>	<u>Will Cnty. Hwy.</u>	<u>ewesel@willcountyillinois.com</u>
5. <u>MICHAEL SZUBRYT</u>	<u>WILL COUNTY</u>	<u>MSZUBRYT@WILLCOUNTYILLINOIS.COM</u>
6. <u>BRIAN GIESEKE</u>	<u>WILL CO. HWY</u>	<u>bgieseke@willcountyillinois.com</u>
7. <u>JEFF RONALDSON</u>	<u>"</u>	<u>jronaldson@willcountyillinois.com</u>
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STAKEHOLDER MEETING SUMMARY

Will County Highway Department

Date: February 8, 2013
Time: 9:30 AM
Location: Will County Highway Dept., Joliet, IL

The primary purpose of the Will County Highway Department (WCHD) meeting was to discuss the Illiana Tier One ROD and upcoming Tier Two activities, discuss geometrics and road closures where they would affect county and other local roads, and to identify general drainage issues and policies. A presentation was given outlining the current status of roadway design elements, as well as findings of an economic analysis that has been done to begin evaluating where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary. The following items were discussed:

- S. Schilke discussed the project's future steps of Tier Two ROD with an accelerated schedule of March 2014 or earlier, and land acquisition being programmed in the near future. Landowner meetings will start the week of February 18 to gather information and to inform landowners of the process. The recent meeting with CMAP and Will County Board, as well as CMAP coordination in Tier One and future conformity of the project into the regional plan, was also discussed. An air quality conformity meeting will be held at CMAP on February 14, with the Illiana project being presented.
- An economic analysis has been done to begin analysis of where overpasses/underpasses and closure of various roads that intersect the Illiana may occur. In addition to the economic analysis, local input is necessary and has been collected from local units of government, emergency services and school districts. The results of the economic analysis plus local input resulted in the following current road status list:
- Open: Widows Road, Kankakee Street, Cedar Road, Wilmington-Peotone Road, 120th (Green Garden), Center, Rathje, Rt. 50, Egyptian Trail (likely closed per S. Schilke direction), Drecksler, S. Ashland, State-Line Road.
- Borderline: Old Chicago Road (likely open), 17th Ave/Martin Long Road (likely closed), Gougar Road (likely closed per S. Schilke direction), 104th (likely open), Will- Center (likely open and supported by Will Co. HD), Crawford (likely closed).
- Closed: Kankakee River Drive (however, it will remain open due to the length of the proposed Kankakee River bridge), Riley (may be kept open if an offset interchange is located there), S. Indian Trail, S. Symerton Road, Warner Bridge Road (likely open due to local interest), Walsh Road, 128th /Elevator Road, Ridgeland, Kedzie, Western, Cottage Grove (Beecher has interest in a combined Vincennes Trail/road crossing here), Stoney Avenue, Yates Road (likely open to provide local access and mitigate 4 consecutive road closures), Klemme Road.
- A review of the highway interchanges was performed. The I-55 interchange will have full local access to a re-opened IL 129 and a new access road into RidgePort as well as access for all movements on I-55 and Illiana. The IL 129 and Lorenzo interchanges may be built ahead of Illiana, with elements of IL 129 being compatible with the ultimate Illiana interchange. Wilmington wants IDOT to study the economic justification of a new overpass of Kavanaugh Road over I-55 to provide connectivity with Strip Mine Road. B. Gould expressed concern that the new cutoff of the frontage road directing all traffic to Widows and downtown Wilmington would cause traffic problems, especially in light of the reduction in grade crossings planned for the high speed rail project.

Illiana Corridor Phase I Study

- B. Gould also stated he did not favor the closing of the River Road interchange at I-55 as was requested to be investigated by Midewin National Tallgrass Prairie. The interchange provides access for north side of Wilmington as well as several residents west of I-55 who would incur much adverse travel if the interchange were closed.
- S. Schilke explained the context sensitive design to take place between the Kankakee River and Wauponsee Glacier Trail, including how to provide access to IL 53. WCHD agrees that access at or near IL 53 is important. S. Schilke stated there will be workshops to come up with a solution that balances the aesthetics and environmental sensitivity of the area with transportation needs. There are several offset interchange possibilities, but the closer to IL 53, the better for travel performance. Riley Road area, within one mile of IL 53, is an option for offset interchange location. Old Chicago Rd. is a county highway, and is another offset interchange possibility, although it results in 6 miles of adverse travel for westbound travelers from IL 53 onto the Illiana. WCHD requested IDOT keep them informed on the progress of planning at this location. B. Gould also stated that South Arsenal Road was previously a county highway but had been transferred to Wilmington, as was Lorenzo Road west of the I-55 interchange.
- Cedar Road, IL 50 and Ashland Ave. will be designed as interchanges in Tier Two, although their development may be phased in later after the initial construction. No objections were heard from WCHD on the connections to their facilities at Cedar. They do not have jurisdiction of Ashland.
- P. Kanellopoulis introduced himself as the drainage lead for Parsons Brinckerhoff. He explained the process for design of hydraulic openings for large and smaller watersheds. He inquired with WCHD if there were any known flooding problems or undersized structures along the Illiana area. B. Gould indicated the county does have citizen records of flooding complaints as well as hydraulic studies for over 75% of the county and township bridge structures. Some have been upgraded recently and others are planned. P. Kanellopoulis was instructed to obtain the information in a separate data gathering exercise with J. Ronaldson of WCHD.
- S. Schilke stated there was one environmental commitment in the Tier One ROD for drainage at the Kankakee River Bridge, to avoid direct discharge of stormwater from the bridge into the river. R. Powell asked B. Gould whether following the IDOT Drainage Manual would be acceptable. B. Gould indicated that it would, with added request that the project also follow Will County's stormwater ordinance in Will County; WCHD also follows their local ordinance. There is a variance process that IDOT can follow if there are areas where they wish to differ from Will County policy; this was done on an item on the Arsenal Road/I-55 interchange. P. Kanellopoulos and B. Gould discussed situations where a local structure was causing the Illiana structure to be overdesigned to meet requirements; in those cases, the study may look at replacement of both structures if it is more economical to do so.

The meeting concluded at approximately 11:30 AM.

Attendees:

Bruce Gould – WCHD
E. Wesel – WCHD
Michael Szubryt – WCHD
Brian Gieseke - WCHD
Jeff Ronaldson - WCHD
Steve Schilke – IDOT
Kesti Susinskas – IDOT
Rick Powell – PB
Paul Kanellopoulos – PB



Illiana Corridor Phase I Study

Remote attendees: None



LAKE COUNTY AGENCY MEETING AGENDA

Date: Wednesday, February 27th, 2013

Time: 1:30 PM (Central)

Location: Commissioners Courtroom/Council Chambers, Building A, Lake County Government Center at 2293 N. Main Street, Crown Point, Indiana

Meeting Agenda

- 1) Introductions
- 2) Meeting Objectives
 - a. Discuss County agencies questions/concerns
 - b. Obtain available information for highway planning/design
- 3) Initial County Agency Questions/Concerns
- 4) Local Road Connectivity Approach
 - a. Input received from prior stakeholder meeting with emergency services and school district
 - b. Evaluation of emergency response times
- 5) Build Alternative Land Use Planning
 - a. Corridor development planning
- 6) Roads
 - a. Available existing roadway plans for crossroads? (see Attachment 1)
 - b. Guidelines for roadway drainage connectivity?
- 7) Drainage
 - a. Verification of legal drains and requirements? (see Attachment 2)
 - b. Designs/reports for drainage structures in the vicinity?
 - c. Local drainage requirements?
 - d. Drainage outlet conditions
- 8) Other Questions/Topics?
- 9) Action Items

Attachment 1
Illiana Stakeholder Meeting With Lake County IN Agencies
February 27, 2013

The Illiana Project Team is requesting any existing plans from the Lake County Highway Department for the following crossroads. The attached maps for each of the townships shows (between the red lines) the general areas of the crossroads we are looking for available existing plan information.

Following is a listing of the crossroads of interest including township, range and section information.

West Creek Township:

Sheffield Avenue - Sec. 13, T-33-N, R-10-W
White Oak Avenue – Sec. 17 & 18, T- 33-N, R-9-W
US 41– Sec. 9, 16 & 17, T- 33-N, R-9-W
W 165th Street– Sec. 8 & 17, T- 33-N, R-9-W
Parish Avenue – Sec. 9, 10, 15, & 16, T-33-N, R-9-W

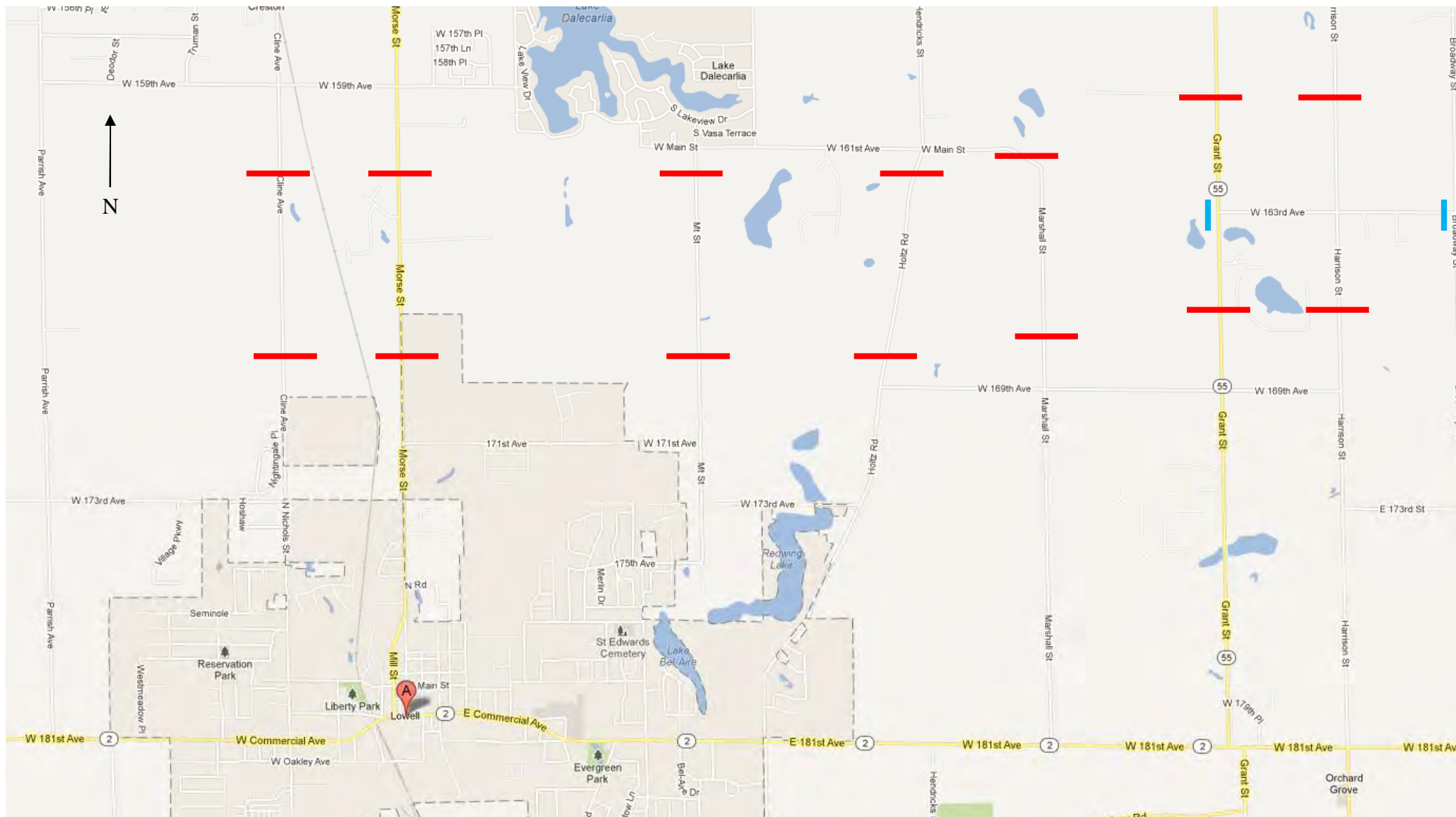
Cedar Creek Township:

Cline Avenue – Sec. 10, 15, T-33-N, R-9-W
Morse Street – Sec. 11 & 14, T-33-N, R-9-W
Mount Street– Sec. 12 & 13, T-33-N, R-9-W
Holtz Road – Sec. 7 & 18, T-33-N, R-8-W
Marshall Street – Sec. 8 & 17, T-33-N, R-8-W
IN 55– Sec. 8, 9, 16 & 17, T-33-N, R-8-W
W 163rd Avenue– Sec. 9, T-33-N, R-8-W
Harrison Street– Sec. 9 & 16, T-33-N, R-8-W

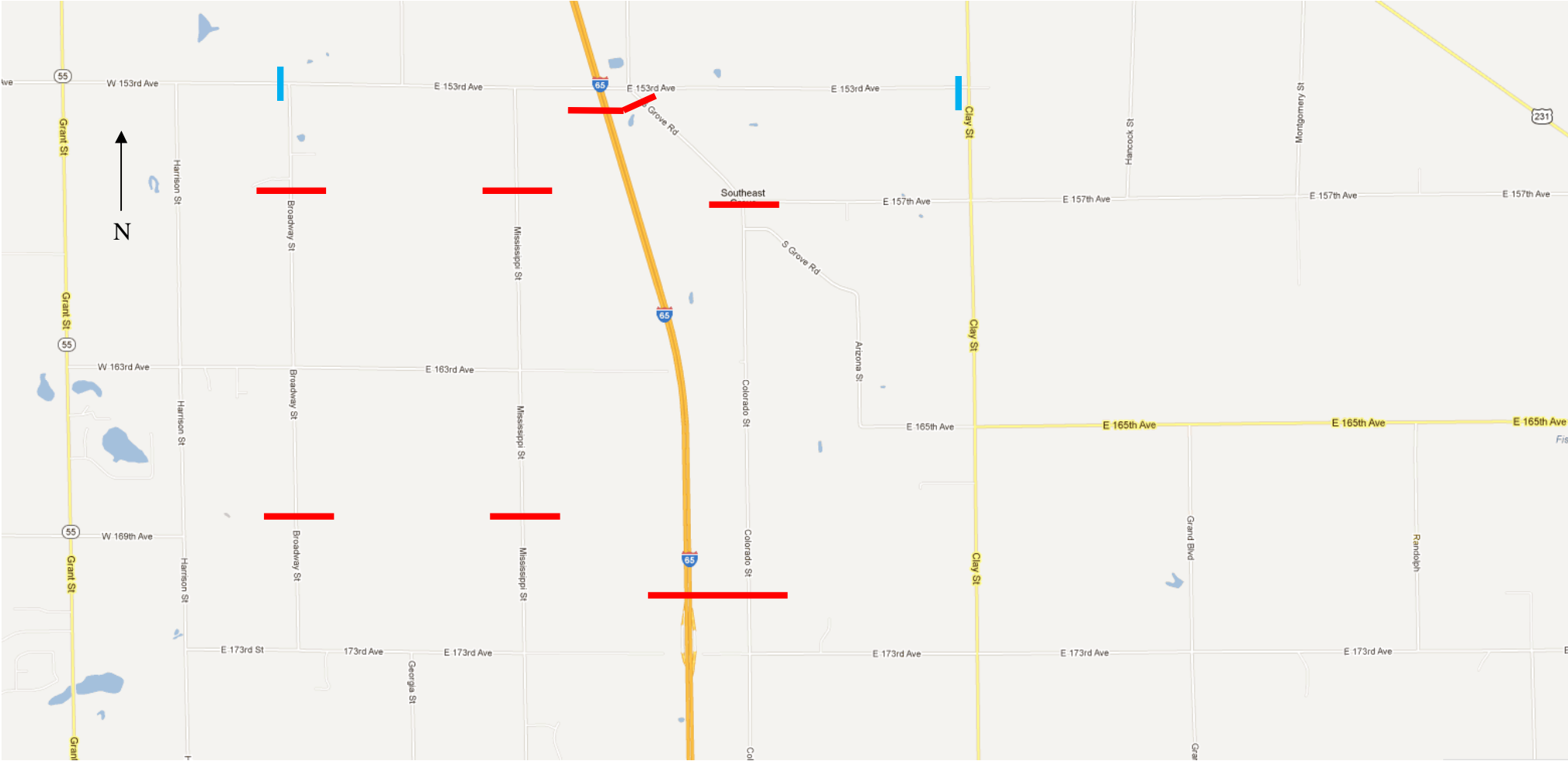
Eagle Creek Township:

Broadway Street– Sec. 9, 10, 15 & 16 , T-33-N, R-8-W
Mississippi Street – Sec. 10, 11, T-33-N, R-8-W
I-65 – Sec. 2 & 11 , T-33-N, R-8-W
Colorado Street – Sec. 11, T-33-N, R-8-W
S Grove Road– Sec. 2, T-33-N, R-8-W
E 153rd Avenue– Sec. 2, T-33-N, R-8-W

Cedar Creek Township



Eagle Creek Township



MEETING SIGN-IN SHEET

Date: February 27, 2013
Location: Lake County Commissioners Courtroom/Council Chambers
Purpose: Crown Point, Indiana Stakeholder Meeting with Lake County Agencies

Name	Representing	Email Address
1. <u>Christine Cid</u>	<u>County Council</u>	<u>cidex@lakecountyin.org</u>
2. <u>EDON STRONG</u>	<u>County Council</u>	<u>estrong@lakecountyin.org</u>
3. <u>GERRY SCHUB</u>	<u>COUNTY COMMISSIONER</u>	<u>SCHUB@LAKECOUNTYIN.ORG</u>
4. <u>George Van Til</u>	<u>County Surveyor</u>	
5. <u>Ruth Konyak</u>	<u>State Rep 11 Dist</u>	
6. <u>WILLIAM PATERSON</u>	<u>LAKE COUNTY SHERIFF</u>	<u>WPATERSON@LAKECOUNTYSHERIFF.COM</u>
7. <u>Ned Kovachovich</u>	<u>L.C. PLAN Comm.</u>	<u>kovachn@lakecountyin.org</u>
8. <u>MARC MALCZEWSKI</u>	<u>L.C. Highway</u>	<u>MALCZMW@LAKECOUNTYIN.ORG</u>
9. <u>DURNE ALVERSON</u>	<u>L.C. Highway</u>	<u>ALVERDA@LAKECOUNTYIN.ORG</u>
10. <u>Steve Nigro</u>	<u>L.C. Plan Comm.</u>	<u>NIGROSX@lakecountyin.org</u>
11. <u>CARRIE NAPHEON</u>	<u>POST TRIBUNE</u>	<u>CANCOM1@YAHOO.COM</u>
12. <u>Kitty Conley</u>	<u>The Star</u>	<u>kconley@post-trib.com</u>
13. <u>Bill Dolan</u>	<u>Times</u>	<u>bdolan@NWtimes.com</u>
14. <u>WAID DILLON</u>	<u>L.C. SURVEYOR</u>	<u>dillorw@lakecountyin.org</u>
15. <u>SHANNAN LEFEVER</u>	<u>L.C. SURVEYOR</u>	<u>lefevsm@lakecountyin.org</u>
16. <u>DAN GARDNER</u>	<u>L.C. Surveyor</u>	<u>gardnde@lakecountyin.org</u>
17. <u>KATIE KUKIELKA</u>	<u>AECOM/IL DOT</u>	<u>KATIE.KUKIELKA@AECOM.COM</u>
18. <u>Jim Earl</u>	<u>INDOT</u>	<u>JEARLE@indot.in.gov</u>
19. <u>Jim Pinkerton</u>	<u>INDOT</u>	
20. <u>Rich Rampino</u>	<u>Parsons Brinckerhoff</u>	
21. <u>Ed Leonard</u>	<u>Parsons Brinckerhoff</u>	
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STAKEHOLDER MEETING SUMMARY

Lake County, Indiana Agencies

Date: February 27, 2013

Time: 1:30 PM (Central)

Location: Commissioners Courtroom/Council Chambers, Building A, Lake County Government Center, 2293 N. Main Street, Crown Point, Indiana

The primary purpose of the meeting was to discuss the following topics:

- County Agencies Questions/Concerns
- Local Road Connectivity Approach
- Build Alternative Land Use Planning
- Request for Information Regarding County Roads in Vicinity of Illiana Alignment
- Request and Discuss Drainage Information
- Other Questions/Topics
- Determine Action Items

Introductions of meeting attendees was held. J. Earl then provided a brief update of the project and listed the objectives of the meeting. He also indicated that the working alignment of the highway was still shifting based on information received from field studies and stakeholder and landowner meetings. He explained that road connectivity issues were still being addressed based on meetings with emergency service groups, school districts, stakeholders and landowners. He also explained that a "No-Build" alternative was also carried forward for the Illiana project and that financing of the project and other considerations could result in selection of that alternative. He then opened the discussion to the County to present their questions/concerns:

County Agencies Questions/Concerns:

G. Van Til questioned if the Illiana alignment is still shifting. J. Earl replied yes because of further field information regarding waters, soils, topography, and other factors.

N. Kovachevich questioned how many structures were impacted and J. Earl responded that with the current alignment an estimated 16 residences and 1 business would be impacted, but that was only an estimate and could be subject to revision.

G. Scheub questioned if 8 of the 16 north-south road would be closed. He expressed strong concern that any road closures would impact existing roads which the County does not have the money to maintain now. He re-emphasized that the County is opposed to any road closures in the north-south direction because it would endanger lives and increase county costs. He also, along with M. Malczewski, requested clarification from INDOT on who (INDOT or Lake County) will pay to maintain overpasses.

J. Earl stated that typically, local agencies are responsible for normal maintenance (ie, snow removal) while INDOT would be responsible for structural maintenance of the overpass. If there would an overpass that INDOT would not want to build but the local agencies insist on, we could setup an agreement where the locals could be responsible for all costs. That would be handled case-by-case.

R. Neimeyer (State Representative 11 District) questioned the need for an interchange at SR 55 because there are no utilities or infrastructure available for development there. SR 55 serves primarily as a corridor

Illiana Corridor Phase 2 Study

between Crown Point and Lowell. He also expressed concern that the projected 2040 growth plans would be impacted by the County roads that are slated for closure.

G. Van Til indicated that he would like to see the E/W roads that were cut off during construction of I-65 in the 1960s to better help the county understand the reasoning and impact these choices might have. They want a better explanation of the rationale INDOT is using to determine these proposed current closures so they can help develop an argument for which roads to keep open. He also asked if we had a list of the schools that would be affected.

D. Murchek stated that Sheriff's Department is opposed to any N/S closures because call volumes are up over the past decade. They're concerned about the impact on emergency services if added traffic is put on existing roads. Police would like a WB turnaround on the Illiana at the state line.

J. Earl and E. Leonard described the simple economic analysis used to determine initial north-south road closures. Alternative routes were assumed for each road crossing and resulting travel time expenditures over a 75-year period were compared to the cost of an overpass. J. Earl also pointed out that there are locations where, if an overpass is constructed, that additional residences may be impacted. He also indicated that if there is a determined need to upgrade adjacent roads, and east-west roads, that can be negotiated between INDOT and Lake County as part of the project. It is important that all "real needs" of the County have to be addressed prior to the public hearing scheduled for fall of 2013.

N. Kovachevich questioned if Illiana will be built to interstate standards or if there is a possibility that some N/S access points could be added instead of only at the interchanges.

E. Strong stated that much of the area affected by the Illiana corridor is unincorporated and fire protection will be a burden on township trustees and taxpayers as development increases because of the highway. He thinks there is no benefit to Indiana from the highway and it's being pushed to benefit the Peotone airport.

G. Van Til stated that the SR 55 interchange would be better moved west to service the towns of Lowell and Cedar Lake.

G. Scheub stated that the Toll Road at the north part of the county is underused because of tolls and that is why the Borman Expressway (I-80/94) is so congested. Now we're trying to build a southern toll road that will also be under used.

R Neimeyer questioned if we are using Indiana to relieve Illinois traffic congestion. He stated that the problem is an Illinois local truck problem. He's concerned that growth projections may miss the mark like the projections 20 years ago were wrong. He's trying to ensure that there really is a benefit to Indiana before he gives his support to the project.

G Van Til stated that he will provide information for agenda items 7A-7D (see attached). He will also provide info on existing drains and tiles. Farmers are not required to share tile information with the county, but many do. He intends to go to each drain location and photograph to determine the size, etc. They want to also work with us on the 10 unregulated drains out of the total 16 waterways along the corridor that will be crossed by the Illiana. Our point of contact on this matter will be Dan Gardner and their consultant is Bernardin Lochmueller.

N. Kovachevich requested a map showing the current Illiana alignment. Once he receives that map he will provide us with the Lake County land use maps for the vicinity of the Illiana corridor.



Illiana Corridor Phase 2 Study

D. Murchek stated that the Sheriff Department is the primary law enforcement agency for the unincorporated areas. They are interested in helping provide input on the closure impacts.

R. Neimeyer stated that Tri Creek Ambulance service has two units that service the south county area. If they are both tied up on the new highway, they would need more equipment to handle the other areas.

C. Cid questioned is there a possibility of reimbursement for local communities to provide the requested information and the services they will have to provide to the new highway?

J. Earl stated that there will be a public meeting held in April, and that earliest date for construction would be 2015.

The meeting concluded at approximately 3:30 pm (Central).

Attendees: (see attached Sign-In Sheet)



Stakeholder Meeting Agenda
Lake County Farm Bureau
2008 N. Main Street, Crown Point, IN
9:00 AM CDT – April 3, 2013

1. Introductions
2. Status of the Illiana Corridor Study
 - a. Tier One – FEIS/ROD issued January 17, 2013
 - b. Tier Two – next steps and project schedule
3. Corridor B3 Refinement Process
 - a. Alignment Alternatives (aerial flyover)
 - b. Interchange Studies
 - c. Local Access Studies (see map)
 - d. Drainage/Hydraulic Issues
4. Landowner Outreach
 - a. Landowner meetings February 25 and 28 in Cedar Lake
 - b. Landowner Representatives
 - c. Property Entry Protocol
 - d. Current Field Activities (geotechnical and others)
5. Next steps
 - a. Public Meeting #1 – April 16, 2013 Peotone HS; April 18, 2013 Lowell Middle School
 - b. CPG #2 – April 30, 2013 Cedar Lake IN
 - c. Land Use workshops - April 10 (Atrium, Peotone IL) and April 30, 2013 (Cedar Lake Ministries)
6. Questions from the Study Team
7. Comments/Questions from LCFB

MEETING SIGN-IN SHEET

Date: April 3, 2013
Location: LAKE CO. FARM BUREAU
Purpose: STAKEHOLDER MTG

Name	Representing	Email Address
1. Rick Powell	Parsons Brinckerhoff	rpowell@pbworld.com
2. Katie Kukiela	AECOM/IDOT	katie.kukielka@illinois.gov
3. Jim Pinkerton	IDOT	jpinkerton@indot.in.gov
4. Rick Rampone	Parsons Brinckerhoff	rampone@pbworld.com
5. Jim Earl	IDOT	jearl@indot.in.gov
6. Tom Keithley	Farm Bureau	rcoon74@hotmail.com
7. Wayne Belden	Farm Bureau	wbelden@infarmbureau.org
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Illiana Corridor Phase I Study

Meeting Summary

Indiana Farm Bureau

Date: April 3, 2013

Time: 9:00 AM CDT

Location: Lake County Farm Bureau office, Crown Point IN

A stakeholder meeting was held at Lake County Farm Bureau to provide a project update and to exchange information. Both the county and the state farm bureau were represented at the meeting. After introductions, Jim Earl of INDOT addressed the points of the meeting agenda regarding corridor status, the corridor refinement process, landowner outreach, and the study next steps, and invited questions from the IFB representatives on anything pertaining to the Illiana Corridor study.

The following points of discussion were made.

- R. Rampone asked how the IFB worked with their stakeholders; what is the professional relationship of the organization to its members? T. Keithley responded that IFB is a grass-roots type of organization intended to be the “voice of agriculture” in the state. The LCFB board meets once a month. Taxes are a big concern of the group at the present time, and they generally concentrate their efforts on issues that affect agriculture in general rather than focus on issues of a specific member.
- J. Earl asked if “contaminants” from a highway project were of concern to IFB. W. Belden responded that northwestern Indiana is an industrial setting and it does not appear to be of concern to members. J. Earl related the story of one of his other projects where the project needed to address concerns of contaminants adjacent to a hog farm.
- Access issues were discussed. T. Keithley indicated that most grain shipments go to either Hammond or Rensselaer IN, via the existing north-south area road network. There was some concern about keeping roads open east of IN 55; both representatives indicated that IN 55 would be a road that grain shipments would avoid due to congestion and there may be a desire to look at Broadway or Harrison as an open route. J. Earl explained the economic tradeoffs of keeping roads open vs. adverse travel costs comparison, and the IFB members understood impacts to adjacent homes is also an issue to be addressed in leaving roads open. The IFB members also discussed the two road closures at Sheffield and White Oak; they indicated it did not appear to be an issue to IFB to close these roads. J. Earl explained that the study is looking at the feasibility of providing a frontage road between Sheffield and State Line Road. The IFB was concerned that State Line is in adequate shape to accept detoured traffic.
- In designing frontage roads or service drives, T. Keithley stated that maintaining access and farmer safety should be considered (provide adequate sight distance and entrance widths, turning radii where needed).
- T. Keithley and W. Belden both discussed providing adequate space for future planned trails; a path down US 41 was mentioned. J. Earl stated the bike path must be part of a real plan and not just an exploratory idea, but that the study had been coordinating with NIRPC and Lake County Parks and will work with them to see where trail access can be justified.

Illiana Corridor Phase I Study

- R. Rampone stated that the study got a lot of info on drainage tile, septic and well locations from the recent landowner meetings. Some property owners are reluctant to give out information if they are opposed to the project, and thus their input (which could be valuable in addressing their concerns) is not gathered. J. Earl stressed that INDOT is not looking for IFB to “do their job” and try to get the information, but if the IFB could remind their members that it is in their best interest to cooperate with information, it would be appreciated. J. Pinkerton stated “it’s OK to be a project opponent” but we need the info in order to design the best and least impacting project; he cited the example of another INDOT project where project opponents were not forthcoming with information, and as a result they were not happy with the result of the project, that moved forward. W. Belden mentioned Justin Schneider, an IFB attorney, as a good person to work with the IFB membership in advising them of their rights and interests.
- T. Keithley asked if the Lake County Drainage Board had been contacted. R. Rampone stated the study had up till now worked with the county surveyor, who works with the drainage board; however, the study has not coordinated directly with the drainage board.
- Landowner representatives, property notice protocol, and opportunities for further public participation were discussed.
- W. Belden indicated he was invited, and will attend the land use planning meetings on April 10 and 30.

The meeting concluded at approximately 10:30 AM CDT.

Attendees: See attached

Remote Attendees: none.

AGENDA

KANKAKEE COUNTY REGIONAL PLANNING COMMISSION LAND USE/TRANSPORTATION SUBCOMMITTEE

THURSDAY, APRIL 18, 2013 @ 10:30 A.M.
**(Kankakee County Health Department Conference Room, 2390 W.
Station Street, Kankakee)**

1. Open Meeting at 10:30 AM – Chad Miller, Chairman
2. Public Comment
3. Approval of Minutes
 - February 21, 2013 Meeting
4. Illiana Presentation - IDOT, Parsons Brinckerhoff
5. Long-Range Transportation Plan Discussion - Mr. Lammey
6. Old Business
7. Next Scheduled Meeting
 - June 6, 2013 @ 10:30 AM
8. Adjournment at 11:30 A.M.

MEMBERS: Mr. Bergdahl, Mr. Howell, Ms. Dugan, Mr. Paarlberg, Mr. Blanchette, Mr. Washington, Mr. Miller, Mr. Jarvis, Mr. Blanchette, Mr. Bukowski, Ms. Cowhig, Mr. Bayston, Mr. Payton, Mr. Stejkowski

Kankakee County RPC Land Use/Transportation Subcommittee

April 18, 2013

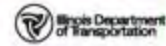
Tier Two



Presentation Agenda



Tier Two



- What Happened in Tier One?
- B3 Corridor and No-Action Move Forward
- What Happens in this Next Tier?
- Stakeholder Outreach
- Initial Visual Concepts
- Next Steps

Tiered Environmental Process

Tier Two

Illinois Department
of Transportation



Tier One

STAKEHOLDER INVOLVEMENT

*Identify
Transportation
Needs*

*Develop & Evaluate
Alternatives for
All Modes*

*Select
Preferred
Alternative*

COMPLETED JANUARY, 2013

Tier Two

STAKEHOLDER INVOLVEMENT

**Engineering and Environmental
Studies of Preferred Alternative**



COMPLETION WINTER/EARLY SPRING 2014



S-439

Why Does this Region Need a New Facility?

Tier Two

Region (18 Counties)



VITAL NATIONAL LINK

KEY INTERMODAL LOGISTICS AREA

S-440



What was Accomplished in Tier One?

Tier Two



S-441



Tier One: Public Involvement Efforts



- *6 public meetings* – 2,400 attended
- *2 public hearings* – 1,800 attended
- *10 Corridor planning group meetings*
- *Over 9,000 newsletters* distributed

130+
Small group
Meetings





Sustainable solutions sought to:

1. Improve Regional Mobility

- East-West Travel
- Improve access to jobs
- Improve regional travel times



2. Alleviate Local System Congestion & Improve Local System Mobility

- Address projected growth local traffic delays
- Address lack of continuous multi-lane East-West routes



3. Provide for Efficient Movement of Freight





Tier One Accomplishments



80 ALTERNATIVES

The figure is a map of the Chicago metropolitan area, specifically focusing on the region around the city center and extending southwards. It displays a network of proposed transit alternatives, categorized into three main sections: Northern Portion, Central Portion, and Southern Portion. The map includes major highways (Interstates 55, 54, 55, 56, 57, 58, 59, 60, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100) and local roads. The Northern Portion is highlighted in light blue, the Central Portion in light green, and the Southern Portion in light orange. The map also shows the locations of various airports, including Midway International Airport, O'Hare International Airport, and the South Suburban Airport (Inaugural). The map is titled "80 ALTERNATIVES" in large, bold, black letters at the bottom. The map is divided into three main sections: Northern Portion, Central Portion, and Southern Portion. The Northern Portion is highlighted in light blue, the Central Portion in light green, and the Southern Portion in light orange. The map also shows the locations of various airports, including Midway International Airport, O'Hare International Airport, and the South Suburban Airport (Inaugural). The map is titled "80 ALTERNATIVES" in large, bold, black letters at the bottom.

Tier One Accomplishments

NORTHERN PORTION

CENTRAL PORTION

SOUTHERN PORTION

80 ALTERNATIVES

NORTHERN PORTION

CENTRAL PORTION

SOUTHERN PORTION

80 ALTERNATIVES

Single Document (Combined Final EIS/ROD): B3 and No-Action



- Less environmental impacts
- Higher travel performance
- Greater stakeholder support
- Lower construction costs



Alternatives Carried Forward to Tier Two
B3 and No-Action

Benefits: Regional & Local

- 9,000 local construction jobs
Contracting opportunities
- \$3.9 billion dollars *invested*
in the local economy
- Reduce strain of truck traffic



JOBS/
ECONOMIC GROWTH





What is the Tier Two Process?

Tier Two



S-448

Tier Two Process

Tier Two



2013

STAKEHOLDER INVOLVEMENT AND AGENCY INPUT

Spring 2014



▲ CPG/TTF Meetings

B3 Corridor – Further Studies

Tier Two

- **Data Collection/ Surveys**

- Ground
- Environmental
- Drainage
- Geotechnical
- Property Line

Interchange Types/Locations

Access and Land Use Assessment

Cross Road Connectivity Studies

Alignment Studies

Bridge/Drainage Studies

Studies of Sensitive Environmental Features

Studies of Underground Conditions

Financial Studies

Land Acquisition Studies

One-on-One Stakeholder Meetings

Met with
*over 40 agency
stakeholders*
one-on-one, and
*406 parcel
landowners*
since Tier One
ROD

MUNICIPALITIES

COUNTIES

TOWNSHIPS

MPOS

EMERGENCY SERVICE PROVIDERS

SCHOOL DISTRICTS

PROPERTY OWNERS

FOREST PRESERVE / PARK DISTRICTS

INTEREST GROUPS



Tier Two

One-on-One Stakeholder Meetings

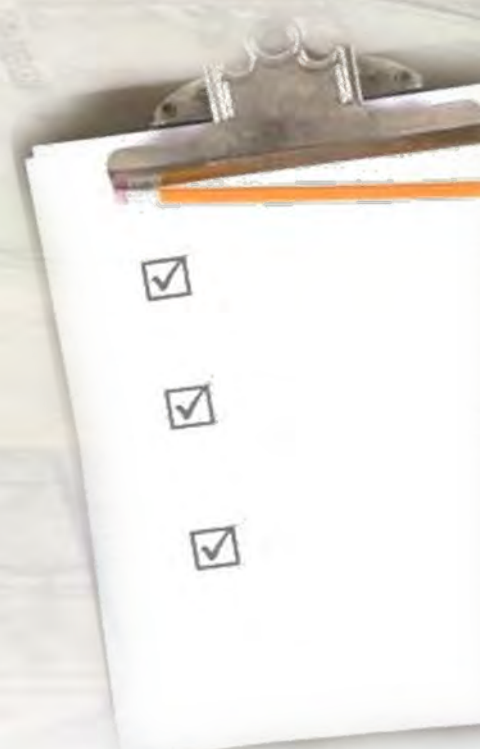
Tier Two

Illinois Department
of Transportation



What did we hear?

- Location of interchanges
- Keeping roads open in certain areas
- Swapping “road kept open” locations
- Adding locations of roads kept open
- Frontage roads or relocated roads



Landowner Meetings

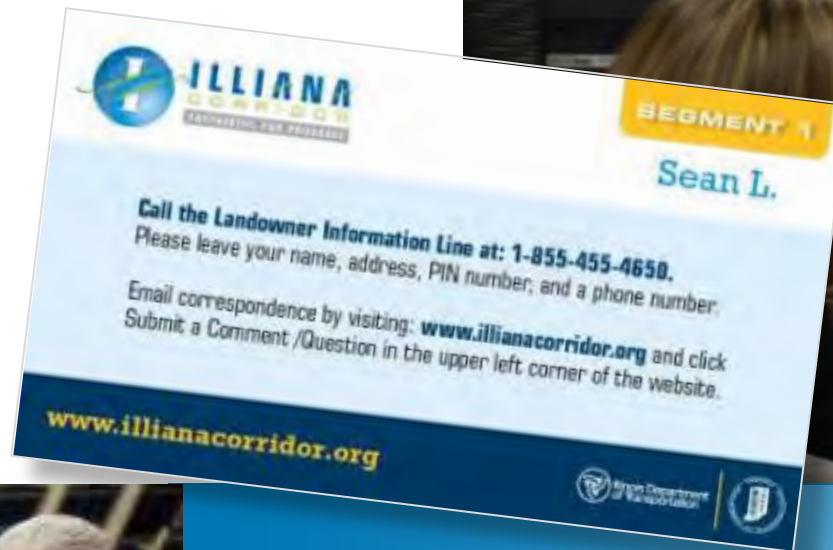
- Held *five landowner meetings* in February
- Over *850 people* participated
- Presentation and Stations
- One-on-one discussions with study team
- Met their Landowner Relations Representatives



Landowner Meetings

WHAT IS THE PURPOSE OF THE REPRESENTATIVES?

- Personal contact throughout the process.
- The person who will provide you with **FACTS** quickly.



Email correspondence by visiting:

www.illianacorridor.org

and click **Submit a Comment/Question**



Landowner Meeting: What Did We Hear?

- Opinions on road closures
- Access impacts
- Impacts if partial property is acquired
- Locations of field tiles, well and septic
- Information on wetlands and flow of water
- Noise and visual impacts
- Land acquisition process



- ✓ *Happy we involved them in the process and asked their opinions*
- ✓ *Sincere in the approach to the meetings*

S-456



Opportunities to Stay Involved



- *Small group meetings*
- *Public meetings/hearings*
 - *Website*
 - *Newsletters*

Landowner Meetings





Working Alignment Measures Potential Impacts

Tier Two

Working Alignment
Footprint within 2000'
Planning Corridor

WORKING ALIGNMENT

2000' PLANNING CORRIDOR

- Alignment location will move
- Actual alignment will be determined fall 2013

Local Road Connectivity



- ***Economic considerations***
- ***Stakeholder involvement***
 - Local Officials
 - Emergency Services
 - School Districts
 - Farm Operations
 - Local Road Agencies
 - Landowners
 - Others

Environmental Avoidance and Minimization

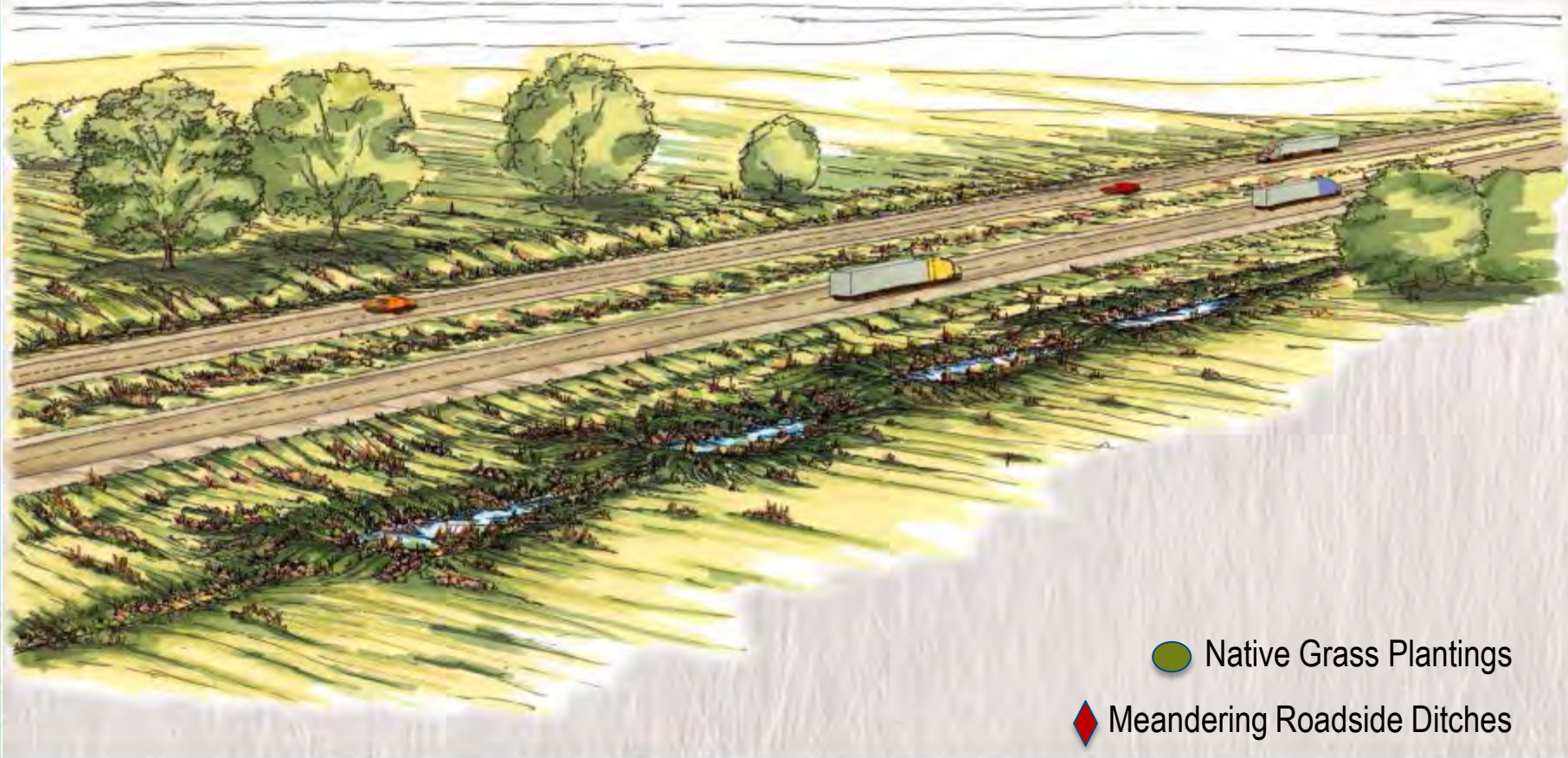
- Updated information based on site specific surveys
- Mitigation is determined by state and federal regulation, and may go above and beyond minimum requirements



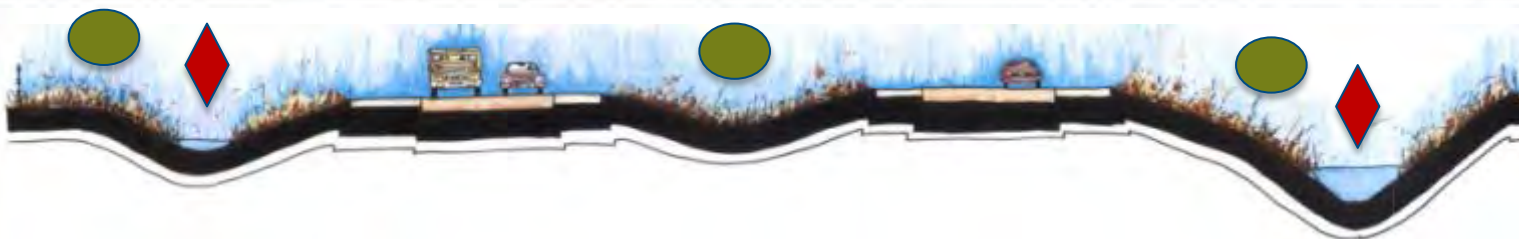
AVOID • MINIMIZE • MITIGATE



Corridor Context Design Concepts



- Native Grass Plantings
- ◆ Meandering Roadside Ditches



Restoration of Ecosystem

- Create wildlife crossings
- Stabilize earthwork
- Use environment to create a visually enhanced view

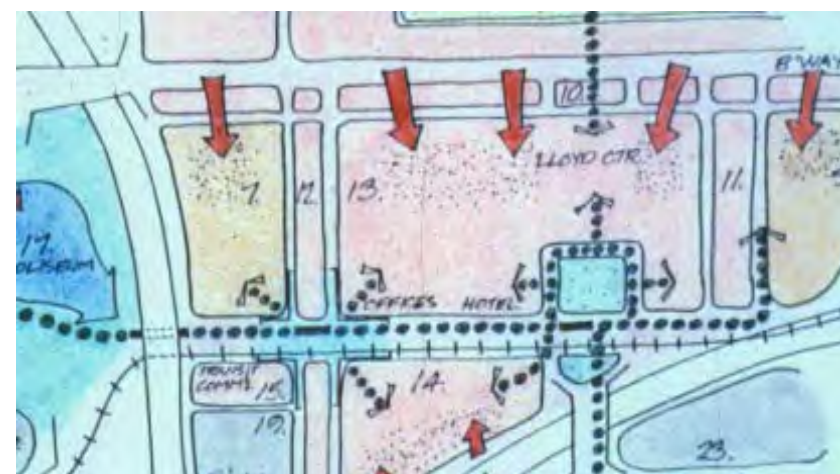


Corridor Land Use Planning

Tier Two



- Facilitation of Land Use planning meetings
- Outreach
 - Municipalities
 - Counties
 - MPOs
- Corridor-wide solutions will be pursued



What are the Next Steps?

- *Gather input and additional technical findings*
- *Land surveys continue*
- *Stakeholder outreach*
- *Financial Planning*

PUBLIC MEETING #2 – JUNE 2013



Financial Planning

Tier Two

ment
ation



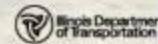
FUNDING • FINANCE • IMPLEMENTATION



S-405

Creative Financial Solutions Result In...

Tier Two



LOCAL BENEFITS

Economic Growth

Job
Creation



Improved
Services



Healthier
Environment



GLOBAL INVESTORS

Reduce Need for
Federal & State Funding



We Want to Hear from You!

Tier Two



- Written comment forms
- Online comment forms at www.IllianaCorridor.org
- **Comments received by May 2, 2013** will become part of the public meeting record.

The form is titled "ILLIANA Comment Form Public Meeting #1". It includes the following text:

Circle One: April 16th, 2013 ILLINOIS April 25th, 2013 INDIANA

The Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT) are holding the first Open House Public Meeting for Tier Two. The purpose of today's meeting is to receive the comments of the public and to explain what happens in Tier Two update you on the Purpose and Mission, discuss the project alternatives and the range of alternatives, and provide an opportunity for public input.

IDOT and INDOT encourage your input throughout the development process of this project. Please place your comments in the box marked COMMENT or fax to (847) 710-4150 or email to comment@illiana.org. Please place a stamp and mail. In addition, the Project website also accepts comments (www.illiana.org).

These comments will be used in this meeting by May 2, 2013. Comments received by this date will become part of the public record for this meeting.

Comments/Questions:

Printed Name: _____
City: _____
Address: _____
City: _____
State: _____
E-Mail: _____
Give feedback by this method: ☐

Logos for IDOT and INDOT are at the bottom right.

STAKEHOLDER MEETING SUMMARY

Kankakee County Regional Planning Commission

Date: April 18, 2013
Time: 10:30 AM
Location: Kankakee County Health Department

The primary purpose of the meeting was to present the latest information on the Tier Two studies occurring as part of the Illiana Corridor Study.

- A question was asked as to what would need to happen that would trigger choosing the No-Action alternative over the build alternative. S. Schilke replied that the study would have to determine that the Illiana benefits do not outweigh the impacts.
- A question was asked about how accommodation of wildlife crossings is determined. S. Schilke explained that accommodation of wildlife crossing areas is handled on a case-by-case basis and often involves a nature trailhead being nearby. The Illiana study team is working with local jurisdictions to identify areas that may be pertinent for wildlife crossings.
- A question was asked regarding how the Illiana interacts with traffic on Rt. 80. S. Schilke explained that the purpose of the Illiana is to alleviate congestion on Routes like I-80, but also to accommodate regional through-traffic.
- A question was asked as to when the project financing will be in place. S. Schilke explained that a financial plan for the Illiana is currently in development and that a public-private partnership will be sought.
- A question was asked regarding why CMAP does not support the Illiana and why CMAP would oppose a project that has so much long standing support from local governments. Mr. Schilke explained that early on, CMAP members thought the best benefit would come by placing the Illiana in the highest populated areas to the north. Because the northern areas are more highly populated with residences and businesses, and the route would be much longer to build, the adverse factors of building in the north was too great with a lower benefit in traffic flow. Meetings are on-going with CMAP and the Northwest Indiana Regional Planning (NIRPC) organizations. The intent of the Illiana is to complement the existing roadway plans, not to compete with them. The current planning process will also begin focusing on land use along the corridor as well and the actual route mapping. S. Schilke explained that IDOT, INDOT and the Study Team are working closely with CMAP and NIRPC and have regularly scheduled meetings and discussions with them. S. Schilke explained that the Illiana is not in conflict with the CMAP and NIRPC plans as it does not create sprawl because while the Illiana build land use scenario creates some additional growth in communities, it does not create a great deal of additional growth in the communities along the Corridor and that the communities are already moving forward to put together plans to manage growth.

The meeting concluded at: 11:20 AM

Attendees:

- Terry Johnston, Kankakee County Historical Preservation Commission;
- Phillip Roth and Jamy Lyne, Parsons Brinkerhoff;
- David Tyson, Tyson Engineering, Inc.;
- Lee Provost, The Daily Journal;
- Laura McElroy, The Herald;
- Jim Piekarczyk, Hutchison Engineering, Inc.;
- Steve Schilke, IDOT;
- Ralph J. Bailey, Village of Sun River Terrace;



Illiana Corridor Phase I Study

- Michael Bossert, Kankakee County Board Chairman;
- Bill Olthoff, Kankakee County Board and Economic Alliance;
- Mike Van Mill, Economic Alliance;
- Del Skimmerhorn, Mike Lammey, and Jim Greenstreet, Kankakee County Planning Department.

Stakeholder Meeting Agenda Town of Lowell

May 17, 2013, 8:00 AM

Cedar Lake Ministries, Lowell, IN 46303

1. Introductions

2. Illiana Questionnaires/Indirect and Cumulative Impacts Questions

3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)

4. Other Items

STAKEHOLDER MEETING SUMMARY

Village of Lowell, IN

Date: May 17, 2013
Time: 9:00 to 11:00 AM
Location: Via Telephone

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis, as well as to provide an update regarding the current status of interchanges, overpasses/underpasses, frontage roads, and the current corridor alignment alternatives.

Attendees:

Jim Earl – INDOT
Steve Schilke – IDOT
Ed Leonard – PB
Rick Rampone – PB
Allan Hodges – PB (ICI Impacts) – By Phone
Joanne Frascella – PB (ICI Impacts) – By Phone
Sean LaDieu – HR Green (Direct Impacts) – Attendance Uncertain
James Mandon, Munster Town Engineer - jmandon@msn.com

Mr. Mandon said that the Annexation study will be completed and adopted by end of June. Plan is in review now, Committee and Town Council to review and approve next week. Most of annexation will take place East and West along State Route 2. Property to north is suited to low density residential so there is no need to annex land to the north. The Illiana Corridor will likely become the dividing line between Cedar Lake and Lowell.

Lowell expects a 30% increase in population to reach buildout. The area is sparsely populated now, with large areas of wetlands. A large increase in population is not expected within current boundaries, that is why they are planning to annex.

Allan Hodges said we would expect growth around the interchanges with Routes 55 and 41, mostly within 5 miles. This seems to conflict with your expectation that there would be low density development in these areas. Mr. Mandon said that interchanges 41 and 55 are far from current boundaries, and therefore it will take a long time for growth to expand that far. Also the interceptor sewer is far away and there are water supply capacity issues. Large parcels near 55 are good candidates for development. There are some conflicting land uses near 2 and 55. The area near the 55 interchange and all the way to 2 could be developed with large scale residential and some commercial. Beyond that, the area could be developed with some office park development, and the low density residential uses, with some higher density residential mixed in. Mostly retail would be developed between Route 2 and 41. Some areas with good access to 2 and 41 would be suitable for industrial development.

Lowell will need to be careful to build an internal road system so that it has multiple access routes, to avoid too many curb cuts.

Mr. Mandon said there were major changes in policy from the previous comprehensive plan, which is the reason for the annexation plan to acquire more land for expansion and to direct the pattern of growth.

Development at interchanges could occur in a 5-10 year timeframe.



Illiana Corridor Phase I Study

Mr. Mandon said if a developer comes in with proposal, Lowell would work with County for development of land outside the area of annexation. Utilities would be required. Within the growth area, we would like to encourage industrial development, which does not place a high demand on utilities. Also we would like to encourage retail uses. Issues with water supply would change with the types of land uses that are encouraged.

Mr. Mandon said there are a tremendous number of trucks in Wilmington. 41 is underutilized until St. John.

Lowell is now scoring areas under consideration for annexation based on specific criteria to evaluate their feasibility for development. Criteria include topography, water requirements, etc. This scoring is now under review and is expected to be completed next week. At that time, he will share the results with the team.

Cedar Lake also just did a new Comprehensive Plan. North/south arterials will be pinch points, Lowell and Cedar Lake will need to work together.

Truck traffic could be an issue in Lowell. Local traffic movements on Rte 2 are causing congestion. Some residents need to use highway to get across town to retail areas, could spread commercial areas throughout town with incentive policies, such as TIF. Also need to start building parallel routes to 2 and improve inadequate county roadways and to make developers responsible to build roads. Bellshaw Rd is too far south to be a useful parallel road to divert traffic from Route 2, would require significant improvements.

Sean LaDieu asked to explain written response that the Illiana corridor would be an artificial barrier that could fragment future neighborhoods. Mr. Mandon said yes, future neighborhoods boundaries could be shaped/constrained by Illiana roadway. Some parcels/neighborhoods could be cut off and will be forced to build access routes local roads and arterials.

Mr. LaDieu also asked if Lowell will relook at the comprehensive Plan in view of annexation plan. Mr. Mandon said yes, since the Illiana will become a border between Cedar Lake and Lowell. Illiana corridor has been located to reduce land use impacts, and it **does not have major land use impact**. The roadway needs to be screened to reduce impacts to adjacent properties, but could be **beneficial to some areas**. Interceptor pipe if expanded at cost of \$7m could allow for development 700+ homes in both Lowell and Cedar Lake. Access issues need to be addressed, keeping north/south roads open important for people to come to Lowell to shop also for emergency access.

Stakeholder Meeting Agenda Village of Beecher

May 20, 2013, 12:45 PM

1. Introductions
2. Illiana Questionnaires/Indirect and Cumulative Impacts Questions
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items

MEETING SIGN-IN SHEET

Date: 5-20-13
Location: Village of Bedford
Purpose: Village of Beecher - Illiana Update

Name	Email	Phone Number	Agency
1. ROBERT BARBER	ROBERTA.FURKAY@VILLAGEOFBEECHER.ORG	708-946-2261	V. D. BEECHER
2. GREG SZYMANSKI	GSZYMANSKI@VILLAGEOFBEECHER.ORG	708-946-2261	Beecher
3. Katie Kukiela	katie.kukiela@illinois.gov	630-863-5123	IDOT/AECOM
4. Steve Schilke			IDOT
5. Rick Pappert			PB
6. Tamy Lynel			PB
7. Joanne Frascella			PB
8. Allan Hodges			PB
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STAKEHOLDER MEETING SUMMARY

Village of Beecher

Date: May 20, 2013
Time: 12:45 PM
Location: Peotone Village Hall

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis, as well as to provide an update regarding the current status of interchanges, overpasses/underpasses, frontage roads, and the current corridor alignment alternatives.

- The Village of Beecher presented information regarding the Eastern Will County Development District plan which was created to encourage the communities around the South Suburban Airport to work together on land use planning, design standards and revenue-sharing. Beecher feels that the Development District should be implemented to handle growth issues associated with any project in the 6 eastern villages in Will County, including the Illiana. Beecher feels that the Development District is a model way to manage development in an equitable way.
- Beecher feels strongly that Ashland Road must remain open if the Illiana is built.
- Beecher feels that the Beecher Bypass is a double edged sword; on one hand the Village wants the Bypass to pull trucks out of the town center; on the other hand they do not want to hurt business in the town center by limiting direct access.
- Beecher's existing infrastructure and plans can accommodate a business and residential population of up to 12,000. The existing population is 4,400.
- Beecher is in agreement with the Illiana growth projections. Beecher feels that since the Illiana will be primarily used as a regional travel and truck route that a large amount of local growth due to the Illiana is not reasonable to expect.
- Beecher does not have funding to prepare a land use plan update yet. The existing land use plan provides sufficient area for commercial development, but the update will need to relocate commercial uses to the south, closer to the Illiana corridor. Beecher wants to preserve high value land for future use, not lower value uses that want to move there now, and needs to preserve land on east side.
- Aqua is interested in building water lines and will be in direct competition with towns to provide water.
- The Ashland Road interchange is a hot topic. It is similar to Lowell, which will use Bellshaw Road as a bypass and to connect to local roads. Beecher would like to keep Rte 1 as a commercial corridor. Beecher could try to keep more roads open rather than turning every subdivision into a cul de sac. Ashland Road could become a future bypass, as traffic volumes increase on Route 1. Beecher does not want to lose Ashland Road as an overpass and later as an interchange. A bypass could kill downtown, but Beecher should plan for this possibility in case Route 1 traffic becomes too heavy. Many people from Grant Park in Kankakee County shop in Beecher.
- Interchanges at Ashland Road and Route 1 would be powerful incentives for development
- Beecher has requested sleeves for water and sewer utilities crossing the Illiana corridor and at the proposed Ashland Road interchange.
- Interchanges at Ashland Road and Route 1 would be powerful incentives for development.
- Farms are active. Beecher advocates for compact development focused on utilities. In Will County, there is a 10-acre agricultural minimum requirement, but it is not possible to make a living on 10 acres unless it is equestrian.
- Servicing new development with water and sewer - wet ponds are better, allows water to permeate.

Illiana Corridor Phase I Study

- Robert Barber asked if there is a better use for land at interstate interchanges, such as rain basins or creating wetlands.
- Only high quality development would be allowed to connect to utilities. This would be preferable to Aqua allowing developing development wherever.
- Beecher plans to relocate the sewer plant to support development in several years.
- Development trends in the area would be driven by SSA
- Steve Schilke will follow up with Will County next week re funding for the land use plan update.
- Commuter rail is a sensitive subject because some think that extending commuter rail to Kankakee County would encourage sprawl.
- The Beecher Village Board doesn't want the Village to change. Beecher is unique in that it is surrounded by farmland, not adjacent towns, which would change the atmosphere. Long time residents don't want development, SSA or Illiana. Since Illiana is south of town, it will help reduce impacts.
- No building permits currently under consideration. Beecher used to issue 250 building permits per year and now typically issues 5. Building a house in Indiana is much cheaper so Beecher's location on the border of Indiana doesn't help. Some fear that Illiana will support development in Indiana and people will only come to Illinois for jobs.
- Steve Schilke gave an update on the Illiana project schedule. PB, KPMG and E&Y are preparing costs for PPP and teams are already forming. IDOT is receiving inquiries from concessionaires. The project will be in the \$200 million range, including utilities and land acquisition. \$10 million was funded this year for advance acquisition for Tier II to buy out those who want to sell and \$60 million is funded for next year. IDOT will issue an RFQ to prequalify concessionaires then will issue an RFP to prequalified firms. The RFP will detail aesthetics for roadway, wildlife crossings, and the design of the roadway.
- Metra talking about extending to Peotone and possibly adding a maintenance facility to service cars with toilets.
- Beecher has a boundary agreement with Grant Park at County Line. Agreements with Peotone and Manteno have expired.

The meeting concluded at approximately 2:45 PM

Attendees:

Mayor Greg Szymanski
Bob Barber, Village Administrator
Steve Schilke, IDOT
Katie Kukielka, AECOM
Rick Powell, PB
Jamy Lyne, PB
Allan Hodges, PB
Joanne Frascella, PB

Remote attendees: None

Stakeholder Meeting Agenda Village of Manhattan

May 20, 2013, 10:30 AM

1. Introductions
2. Overview of Tier One Project Activities
3. Illiana Questionnaires/Indirect and Cumulative Impacts Questions
4. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
5. Other Items

MEETING SIGN-IN SHEET

Date: 5/20/13
Location: PEOTONG VIL HALL
Purpose: STORAGE MTG - MANHATTAN

Name	Email	Phone Number	Agency
1. <u>Marc Nizsa</u>	<u>marc@VillageofManhattan.org</u>	<u>(915) 410-2100</u>	<u>Village of Manhattan</u>
2. <u>Rick Fone</u>			<u>PB</u>
3. <u>Jamy Lyne</u>			<u>PB</u>
4. <u>Allan Hodges</u>			<u>PB</u>
5. <u>Joanne Frascell</u>			<u>PB</u>
6. <u>Steve Schilke</u>			<u>PB</u>
7. <u>Katie Kukielka</u>			<u>INDOT</u>
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STAKEHOLDER MEETING SUMMARY

Village of Manhattan

Date: May 20, 2013
Time: 10:15 AM
Location: Peotone Village Hall

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis, as well as to provide an update regarding the current status of interchanges, overpasses/underpasses, frontage roads, and the current corridor alignment alternatives.

- Manhattan is interested in the CSS design concepts developed to complement Midewin for some of the overhead structures and drainage features that may be implemented for the Illiana.
 - Manhattan believes that having an interchange directly on Rt. 53, or as close as possible, is imperative to minimizing the number of trucks travelling on local routes and achieving local communities' desires for the Illiana.
 - Manhattan does not believe that significant development will occur in Wilton Township before the 2040 planning horizon due to the Illiana or any other currently proposed projects.
 - Manhattan is not opposed to Hoff Road becoming a truck route.
 - Manhattan asked what we think will happen in terms of interchange and/or emergency access at Cedar Road. S. Schilke explained that a minimum of emergency access will be carried forward for Cedar Road, but that design options for an interchange are also still under consideration and a design option for an interchange may also be carried forward. It will largely be up to the P3 to decide if an interchange at Cedar moves forward. If the P3 does not find an interchange at Cedar viable and desirable, IDOT still may preserve an interchange footprint for future consideration.
 - S. Schilke informed Manhattan that the Illiana P3 Industry Forum is scheduled on June 24 & 25 at the Rosemont Convention Center.
 - Manhattan asked if the local communities will have a seat at the table with the private partners to discuss interchange locations and other design options. S. Schilke said that IDOT plans to issue a Request for Proposal for a Public Private Partnership (PPP), including Design Build Finance Operate and Maintain model. He said that he did not think the communities would have a direct seat at the table during these negotiations, but stated that the RFP would likely be vetted through the communities so that they could see the design and CSS items being requested as part of the bid package.
-
- The Illiana corridor is not in the current Manhattan comprehensive plan, which was adopted in 2008, but it does discuss a collector road to serve the SSA (airport). Manhattan plans to update the comprehensive plan. Kankakee County line is the southern boundary of Manhattan's 1 and ½ planning jurisdiction. Manhattan has boundary agreements with surrounding towns that follow the fire district boundary. Manhattan does not have an agreement with Wilmington. Cedar and Gouger Roads run north/south to 355, so it is important to keep them open especially because of Midewin. Steve Schilke noted that future utility crossings of the Illiana corridor could be addressed.
 - Manhattan is most interested in economic development opportunities. Cedar Road would be a good location for commercial uses, such as service uses associated with the interchange, or a business park. This will be decided in the comprehensive plan update. If Cedar Road is to be developed for commercial use, the land use plan needs to be updated based on Illiana, to identify commercial uses near interchanges

Illiana Corridor Phase I Study

- Manhattan and Prairie Creeks are important environmental resources that are protected by creek preservation plans. These plans require buffers adjacent to development to buffer the creek. This requirement is above and beyond State requirements.
- Marc Nelson said the design of the Illiana corridor should include a unique architectural theme that is distinctive to identify the area, such as Midewin. Steve said that IDOT has used this approach in design of bridges.
- Will Township is unincorporated but Manhattan is the only municipality that could provide services to it as it develops.
- Manhattan tries to direct densities near growth areas, with infrastructure/utilities to avoid sprawl.
- Manhattan would need a new sewer treatment facility to serve new development at interchanges.
- Full build out was not even contemplated in the existing comprehensive plan since Manhattan is 75 sq miles. Manhattan will not see much growth immediately in Will Township but want to plan for it.
- The main negative impact of Illiana would be truck traffic. If there is an interchange at Rte. 53, there will be a need to improve local roads to avoid truck impacts. A direct link would be best.
- Several projects listed in the completed (PB-ICI) questionnaire are on track for funding.
- Most traffic to downtown Manhattan would use Cedar Road. There are no regional shopping centers.
- The area around the existing downtown Metra station has been designated as a town center zoning district.
- Truck traffic in downtown is main concern.
- IL 50 interchange is similar to Cedar Road. IL 52 also serves Manhattan.
- The Intent to Award is expected in mid-summer or fall 2014. Illiana will be designated as a NHS - National Highway, not an Interstate, which has different design standards. He noted that 300+ parcels will be impacted. This week PB will provide interchange recommendations to carry forward.

The meeting concluded at approximately 11:45 AM

Attendees:

Mark Nelson, Village Engineer
Steve Schilke, IDOT
Katie Kukielka, AECOM
Rick Powell, PB
Jamy Lyne, PB
Allan Hodges, PB
Joanne Frascella, PB

Remote attendees: None

Stakeholder Meeting Agenda Village of Peotone

May 20, 2013, 8:00 AM

1. Introductions
2. Illiana Questionnaires/Indirect and Cumulative Impacts Questions
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items

MEETING SIGN-IN SHEET

Date: 5/20/13
Location: Village of Peotone
Purpose: Illiana Update

Name	Email	Phone Number	Agency
1. <u>George Gray</u>	<u>admin@villageofpeotone.com</u>	<u>708-258-3229</u>	<u>V. of Peotone</u>
2. <u>Katie Kukielka</u>	<u>katie.kukielka@illinois.gov</u>	<u>630-863-5123</u>	<u>AECOM/IDOT</u>
3. <u>Rich Duran</u>	<u>Mayor Village of Peotone</u>		<u>Village of Peotone</u>
4. <u>Steve Schilke</u>	<u>steven.schilke@illinois.gov</u>		<u>IDOT</u>
5. <u>Rick Powell</u>	<u>powell@pbworld.com</u>		<u>PB</u>
6. <u>Jamy Lynne</u>	<u>lynejl@pbworld.com</u>	<u>312-803-6649</u>	<u>PB</u>
7. <u>Alan Hodges</u>	<u>hodge@pbworld.com</u>		<u>PB</u>
8. <u>Joanne Frascella</u>	<u>frascella@pbworld.com</u>		<u>PB</u>
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STAKEHOLDER MEETING SUMMARY

Village of Peotone

Date: May 20, 2013
Time: 8:00 AM
Location: Peotone Village Hall

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis, as well as to provide an update regarding the current status of interchanges, overpasses/underpasses, frontage roads, and the current corridor alignment alternatives.

- The Peotone comprehensive plan will soon be updated and will include Illiana Corridor B3. The Village is currently reviewing RFPs for revising the Comprehensive Plan and expects to select a consultant within the next week or two. The Villages zoning map is current as of 2013, but does not yet include changes that may need to be made due to the Illiana. Many communities see the need to update comprehensive plans, but many times, planning issues don't get high priority because of other demands on local funds. Peotone received an IKE grant to complete their upcoming planning process.
- The Villages boundary agreement with Manhattan brings Village boundaries just west of Rt. 45. The I-57 and Route 50 corridors were natural for development of commercial uses. That will now be adjusted based on boundary agreement with Manhattan one mile west of Rt 45. We are looking at development along Wilmington-Peotone Road.
- The Village has formed a working agreement with the Villages of Beecher, Crete, Monee, University Park and Will County to do a multi-jurisdictional land use and revenue-sharing plan to prepare for the development of the South Suburban Airport (SSA). This is so that no one community gets more concessions or tax breaks and so that all benefit from development of a plan, including design standards.
- Has Peotone accounted for the proposed SSA development nodes mentioned in the Will County Land Resource Management Plan (LRMP) near Peotone? Peotone: Not familiar with the development nodes noted in the LRMP, but desires a plan that takes into account the types and best locations of growth that may occur due to the development of the SSA.
- What are your concerns regarding land use? Peotone: Our concerns are primarily road closures and land use impacts.
- When Illiana is built, will future development be contiguous to the village? Peotone: Up to the County, Peotone can't forcibly annex, unless it is contiguous. Preventing fragmented development would be controlled by the County and it would be up to them if it could be annexed to Peotone. Peotone thinks future development should be directed to existing municipalities.
- What is Peotone's planning jurisdiction? Peotone's jurisdiction is 1½ miles outside the municipal boundary. Also we have boundary agreements with neighbors that go beyond the 1 ½ miles.
- Outside boundaries, does Will County have jurisdiction over development? Peotone: Yes
- Are there important environmental resources to be preserved? Peotone: These are primarily agricultural resources. Black Walnut Creek and Rock Creek to the west. Wetlands and field tiles need to be researched and investigated. Peotone will establish a map for a bike trail in updated Comprehensive Plan that will use abandoned rail ROW which extends from SW to NW, from Drexler Road.
- What are expected development trends? Peotone: The town is growing to the east (Richland), now to the west, then will grow to the north.

Illiana Corridor Phase I Study

- The bridge at Corning Road is very old and will need to be replaced if there is increased traffic due to the Illiana.
- The Village is concerned that Illiana will push traffic through town if there is not an interchange at IL 50. The intersection at IL 50 (IDOT route) and Drecklser (County Route) is currently dangerous with a sharp angle of entrance to IL 50, and there are a lot of truck accidents; this is another reason the Village would like to see an interchange at IL 50 to get the trucks travelling up from the south off of roads that go directly through the Village.
- How would the local roadway network be different without Illiana? Will it induce growth? Peotone: There is a dangerous intersection at Wilmington- Peotone Road and Rte 50 that has bad geometry, particularly in the east to south and north to west travel directions. We want to improve access particularly for trucks to I-57. It was poorly designed with a sharp curve before there was much truck traffic there. Steve Schilke stated that this would be up to IDOT to improve but only if there is a safety issue.
- Would truck traffic from that intersection be rerouted to Illiana? Peotone: Yes, we hope so. Letter from IDOT need to do total reconfiguration – cost of \$1.5M – Wilmington- Peotone is a county road and IL 50 is a state road.
- S. Schilke informed Village officials that a parclo-style interchange without extension is the interchange design for IL 50 that seems to work most well and is recommended to be carried forward for further study into the Draft EIS.
- Rick Powell stated that the traffic impact of having an interchange at both I-57 and IL 50 results in the 2nd highest generation of traffic along a segment of the Illiana.
- Schilke informed the Village that the non-toll option for the Illiana will soon be dropped due to it not being cost effective.
- S. Schilke informed the Village that the P3 industry forum has been scheduled for June 24 & 25 at the Rosemont Convention Center.
- S. Schilke informed the Village that IDOT has included full land acquisition funding for Illiana in the FY '14.
- Peotone Officials expressed the desire to attend the P3 forum and suggested that IDOT share the contract documents with stakeholders before executing any agreements due to the importance of the P3 agreement being seen as a transparent process and the fact that several local officials and organizations have some expertise and knowledge about P3's.
- What about agricultural land conversion? Peotone: There has been a strong anti-Illiana movement. Much of this land is above average farmland, and is productive. Crops are mainly soybeans and corn.
- Would you consider growth management tools to keep development close to municipal boundaries and keep pressure off farmland? Peotone: Need to answer later. Few trees outside village. Now allow density bonus for those who plant trees and encourage biking trails and walking paths. Due to the current character of the Village, the Village is not interested in t apartments and higher density uses at this time. . Wetlands are under control of County to conserve. There is a Black Creek drainage district and a Walnut Creek drainage district. There is not much floodway in Village. The Village is pretty much built up and there is not much more land to develop.
- What about Buildout? A 300-400 unit PUD was approved and annexed. Developer pulled before final plat based on market demand; site was never developed. Everything else has been developed. We don't think market will come back like the boom years.
- Other major projects that could affect Peotone? HSR is too far away to have an impact. METRA extension to Peotone could have impact; would end at County Road. There could be a station and Park and Ride near interchange at Rte 50. METRA requires 20 acres of parking, so couldn't be in downtown. Station would most likely be south of Wilmington – Peotone Road. New maintenance

Illiana Corridor Phase I Study

facility /train station is a possibility – have talked about locations south and north. METRA prefers location to the north for the station for better train movements to avoid backing up trains. ASK METRA – any studies would be 8-9 yrs old.

- Peotone has become a bedroom community. Average commute is 30 min. to Chicago and other destinations for employment.
- Benefits of Illiana project to Peotone residents? Need to be careful to avoid blocking drainage and multi- use bike paths. Noise reduction helps, as would migration of species from one side of corridor to the other. Don't want to see preponderance of truck stops. Possibly want to see retail. Would like a medical complex, but don't think market is right but would be a good use. Nearest medical centers are in Kankakee, Olympia Fields, Joliet, and Chicago – 30 min drive to closest hospital. 4-5 med complexes within short distance of I-65. Village is preparing a RFP for firm to do retail study.
- There are a few active building permits in the Village. Starting to get phone call inquiries. First time in 3-4 years. The Village only controls one quadrant of proposed I-57 interchange. One quadrant is planned for a cable waterpark – it is outside our boundary. It is contiguous, could be annexed by Peotone. Or could go through County process, if Village objects, but requires super majority of County Board.
- Aqua Illinois water supplier – request in to ICC for service area of 75 sq mi from Beecher over 45, into Kankakee County – includes Peotone, Monee – if approved could run pipes anywhere they want. Peotone will oppose. Premise is to provide University Park with rust free water, have wells. Rte 50 and Center Rd are the two final alternatives. Aqua would compete with municipalities for water customers. Peotone's water supply is currently provided by wells.
- Will fill out questionnaire – next 2 weeks.
- Next public meeting is June 17 & 18. Oct 15th public hearing tentative.
- Ridgeland Avenue would be only road closing in Peotone area.
- We are officially dropping no-toll option
- Industry forum will be held June 24/5 – press release by Governor's
- DBFOM model. Will issue RFP. Complete by time ROD is recorded – March 2014 (of Feb if possible)
- 2015 construction will start; end 2018.
- \$10 m for Illiana land acquisition has been funded. \$70 million total for land acquisition has been requested. Looking for funding for utilities. 33 homes to be relocated. Provides relocation assistance to homeowners, Pays for house and relocation cost plus stipend to make up difference for purchase of new home. Does not provide same level of assistance for business relocations, including farms.
- Interchange at Rt. 50 is being carried forward. There will be a period of negotiation during which everything is on the table. Will depend on volumes and travel time savings – trying to make best case for 50 to have volumes so that concessionaire will build it now. Cedar and Ashland may not be ready on opening day. Doing origin and destination studies now. Concern with maintenance – talk with towns. Need to anticipate drainage planned improvements in design and construction plans.

The meeting concluded at approximately 10:15 AM

Attendees:

Mayor Richard Duran
George Gray, Village Administrator
Steve Schilke, IDOT
Katie Kukiela, AECOM
Rick Powell, PB



Illiana Corridor Phase I Study

Jamy Lyne, PB
Allan Hodges, PB
Joanne Frascella, PB

Remote attendees: None



**Illiana Corridor
Phase I Study**

STAKEHOLDER MEETING SUMMARY Kankakee County, IL

Date: May 21, 2013

Time: 2:00-3:30 PM

Location: Via Telephone

The purpose of the meeting was to answer questions re the Indirect and Cumulative Effects of the Illiana Corridor.

Attendees:

Attendees:

Michael Bossert

Mike Lammey

Allan Hodges, PB

Joanne Frascella, PB

Joanne Frascella opened the discussion to review responses to the questionnaire and provided an overview of Indirect and Cumulative Effects. The following is a summary of the discussion regarding ICE:

- The Illiana corridor is mentioned in the text of the County land use plan, which was adopted in 2005. The Illiana corridor is also shown on the County's land use map.
- Zoning has not been changed since the County's jurisdiction does not go into that area. Grant Park or Manteno could annex up (north) to that area.
- Employment and population projections for the Illiana project by the Al Chalabi group are not very high and not much change is expected with the Illiana project.
- Regulatory control is limited to the County Zoning Ordinance. Since the corridor is not in Kankakee County, major impacts are not expected; however, the County would like to be involved in the project.
- Environmental resources that should be protected are all mentioned in the comprehensive plan. Prime farmland is the major resource and preservation is important. Floodplains are also important, which are in Will County. The Kankakee River watershed is also an important resource that the County would want protected with heightened regulations as development occurs.
- There is an increasing amount of commercial traffic in Kankakee County and it is hoped that this will be reduced with the Illiana corridor. East/west traffic through Kankakee County to avoid I-80 is "epidemic".
- The Illiana corridor is expected to have a minor impact on development based on employment and population forecasts. Improved east/west access on Illiana would likely improve Kankakee County's competitive position. East/west access is not very limited, with the exception of I-171. Highway collectors are carrying larger vehicles than they are designed to carry. Semi tractor trucks turning radius exceeds the geometry of local roads. Increasing traffic and larger vehicles are not easily accommodated on local roads.
- Farmland conversion was a big issue in the past but is not an immediate issue in the County. Limited development pushing out toward municipalities with developed areas of Manteno and Grant Park.

Illiana Corridor Phase I Study

- There is no multi-family housing now, but PUDs and duplex developments are allowed. These require water and sewer, which are not provided in unincorporated areas. This is one way to control fragmented growth.
- Environmental resources that should be protected include the Kankakee River Watershed. The Kankakee River is filling in with silt and the County has been trying to extract sand in an environmentally safe way, but cannot find a use for the extracted sand. The County asked if the Illiana Corridor project could use the sand in a sensitive environmental area.
- Kankakee County may support development in certain unincorporated areas noted as “hamlets” in the plan.
- The minimum lot size is 20 acres, an increase from 2 acres.
- Widening of 45/52 up to Kampee Drive and Manteno, the I-65 interchange are larger projects that should be considered as part of the cumulative effects. The 45 widening and I-65 interchange projects were two of the projects in the Tier 1 ICE. There are no other projects that should be considered in the cumulative effects.
- There is an interest in improving north/south access.

STAKEHOLDER MEETING SUMMARY

Village of Crete, IL

Date: May 21, 2013

Time: 5:00 to 6:00 PM

Location: Via Telephone

The purpose of the meeting was to answer questions re the Indirect and Cumulative Effects of the Illiana Corridor.

- The Illiana Corridor is not shown on Crete's comprehensive plan. Mr. Einhorn said he had a role in the beginning of the Illiana project and helped advance the project in concept. The community of Gary, IN was also a supporter of the project but later dropped out. Mr. Einhorn engaged HDR to draw an exhibit to show to people the concept and help develop support, leading to studies by IDOT and INDOT, which became the impetus for our current study. Mr. Einhorn said he is unhappy that now the Illiana alignment won't serve the purpose and the need for which it was originally designed and will not benefit Crete, Crown Point and adjacent towns. Benefiting these communities would require a southern diversion. He has tried to reach out to other towns to form support for a second southerly alignment and spoke with Lowell about an alignment along 394. There is a 394 Corridor project, at a cost of \$250K that IDOT will be kicking off.
- Mr. Einhorn suggested that there is a value in Crete/Monee Road as an option. The 394 study north half is limited access, while the south is at grade. He suggested that Beecher is trying to weave Beecher Bypass into the Illiana project to solve the problem of too many semi trucks in downtown Beecher.
- Mr. Einhorn said the Illiana project is not driving the airport project, nor is the airport driving the Illiana. He would like to add to the scope of the 394 project so that the 231 Crete Monee Road corridor gets funded.
- Crete's current comprehensive plan was adopted in 1998. It expects a local CMAP grant to redo the plan soon. Would address e-w issue in this plan. The previous plan didn't contemplate an east-west route.
- Illiana will not induce development that would benefit Crete because it is too far south to make a difference. Growth in Crete is driven by vacant property and available utilities and stable proactive local government.
- Crete annexed 1,100 acres and rezoned/annexed/approved a development plan in 60 days for CenterPoint in 2007. Nothing has been built yet at CenterPoint, which is intended for intermodal use. UP (railroad) moved to Joliet instead of CenterPoint but Mr. Einhorn believes CenterPoint will be developed eventually because the majority of traffic goes north, not south, and it is the largest immediately developable parcel in Will County. Two key things that would trigger development of CenterPoint are that UP gives up their Dalton facility as inefficient, since there is no development potential there as it is surrounded by housing and inside the EJ and E loop around Chicago; and the continued need for intermodal and manifest service in the Chicago metro area to move box cars to warehousing. CenterPoint has 2 miles of frontage on the UP mainline. CenterPoint could grow to 11,000 acres. Illiana could be a benefit, but not a driving force.
- Environmental resources in the Crete area are mainly farmland. Illiana does not create any problems for protected resources.
- The Illiana project would not have any effect on the local roadway network in Crete, which does not have major truck and auto traffic. The Illiana project will have a bigger effect on communities to the south.

Illiana Corridor Phase I Study

- The Illiana project will not influence leap frog development in Crete. Beecher does not have the infrastructure to allow for leapfrog development.
- There is a Stop Illiana Now movement which is supported by some farmers, who are concerned that with the Illiana project, they would need an underpass or overpass to move farm equipment across the corridor. Farmers are also worried about flooding and ground water contamination.
- Crete had a population of 8,259 in 2010. If areas designated for residential use were developed, Crete's population would be 20-22,000. Most of the developable areas are served by utilities, so Crete is just waiting for market demand for development to occur.
- Farms in Crete are typically 1,000 acres and some are as large as 4,000 acres. In Crete Township, all farmers are renting out their farms to larger farms. The high cost of farm equipment, such as combines, makes it unprofitable to farm smaller parcels.
- There is no local income tax in IL, which is different from IN.
- University Park is closest to the Metra Station. The destination of the Metra service is Michigan Avenue, which is near retail and far from white collar jobs. This discourages travel from Crete to Chicago for employment. Crete advocated for a station in Crete on the line to Chicago and, although ridership projections are strong, the state does not have \$400 million in funding that would be required for the state match of FTA funds.

Attendees:

Mike Einhorn, Village President

Allan Hodges, PB

Joanne Frascella, PB

STAKEHOLDER MEETING SUMMARY

Village of Monee, IL

Date: May 21, 2013

Time: 3:15-4:15 PM

Location: Via Telephone

The purpose of the meeting was to answer questions re the Indirect and Cumulative Effects of the Illiana Corridor.

- The Illiana Corridor is not shown on Monee's comprehensive plan. Monee's jurisdiction extends 1 ½ miles beyond the current municipal boundary. The comprehensive plan was adopted around 2006.
- Along I-57, which bisects the town, commercial/light industrial and warehousing were planned. Along I-50, which is a north/south bisector, mostly commercial is planned, and beyond these uses, residential use is planned.
- Monee is located 6 miles from the Illiana Corridor. With the Illiana project, more commercial and industrial development is expected along highways and residential development beyond that. The Illiana project will have more impacts as Will County starts to fill in with local roadway infrastructure. Some people in Monee have been disenchanted that the Illiana corridor is too far south to benefit Monee and does not address local east-west travel. However, that was not the intended purpose of the Illiana project, which has more of a regional focus. The Illiana project will give Monee the opportunity to build local road infrastructure while providing regional east-west access. The major users of the Illiana corridor would be truck traffic.
- The municipality does not have regulations to protect resources, and this is viewed as Will County's responsibility. The Monee Reservoir is located between Monee and Peotone so the Illiana project will not have a direct impact. The Illiana project is not expected to have many direct or indirect impacts on Monee. There aren't any major parklands that would be affected by the Illiana project.
- How would roadway network be affected with and without the project? The County is the bigger player here and needs to follow through on local roadways. Monee and surrounding area have not received as much attention from the County because of higher growth in other areas.
- The Illiana project will take major traffic off other roadways, and free them up for local residents. Existing problems with local roads traversing county roads and connections to Indiana will still be an issue.
- The Illiana project is an improvement and it doesn't need to be right in Monee's backyard for Monee to benefit.
- There will be some displacement of wildlife with the development of the Illiana corridor. The project team is taking great efforts to have the least impact, there will be some impact, but it is expected to be minimal if any.

Illiana Corridor Phase I Study

- The State needs to be aware of design considerations and needs to make a positive statement with the design that also incorporate ease of maintenance. Appearance is one of the measures that should be considered.
- Some members of the farming community who are speaking out are the ones who want to maintain their way of life.
- Monee has not intended to increase density. Many residents like to have larger lots and while this is a suburb, there is a shift in thinking that is beginning with the next generation, who are more accepting of higher density housing. This is part of a trend that in-town living is starting to come back and communities are starting to revitalize their downtowns.
- Development in Monee would be influenced by the Illiana project.
- Monee is a majority blue color community. Many people go into downtown Chicago for employment, but not the majority. Driving time to downtown Chicago is 35 minutes. Many who commute to Chicago use METRA station in UP. There is employment in Monee, such as warehousing, and some travel to other locations for employment. The METRA electric extension would provide benefit to Monee. This extension could also serve the airport with stops in Monee and Peotone.
- The Comprehensive Plan was completed in July 1997. The Growth Management Economic Development Plan was prepared in 2000. It is difficult to know when Monee would reach full build because it could still annex.
- Monee was hit hard in the economic downturn, but is now seeing some recovery. The Village wants to put together a better comprehensive plan that takes the Illiana project into account. Monee is a member of the Iron Ring which includes four municipalities (formerly five with University Park) that focus issues related to SSA (airport). The County hasn't done much to represent the town's interests, and has shown a lack of inclusiveness. The County received \$500K grant for planning, and David Wallace will be disappointed if Monee doesn't receive funding for a plan update.
- The Illiana project will have a positive effect on Monee's future growth and development. Will enable Monee to develop in certain ways, and it is up to the Village to determine how to grow. Monee needs to update its Comprehensive Plan to map its future. The Illiana project will be a major influence on that Plan. The Illiana project could possibly have an effect on restarting the SSA project.
- The ALNAC plan, organized by former Congressman Jackson, included communities near O'Hare that supported development of SSA to stop development near O'Hare.
- Monee has more influence with the County on decisions within Monee's boundaries.
- New commercial development has occurred on I-57 now and in the past year, residences are now under construction, there are some vacancies in warehouses.



Illiana Corridor Phase I Study

Attendees:

David Wallace, Village Administrator
Joanne Frascella, PB
Allan Hodges, PB

Stakeholder Meeting Agenda Village of Wilmington

May 22, 2013, 5:30 PM

1. Introductions
2. Illiana Questionnaires/Direct and Indirect and Cumulative Impacts Questions
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items



Illiana Corridor Phase I Study

Meeting Summary

City of Wilmington, IL

Date: May 22, 2013

Time: 5:30 PM CDT

Location: Local 150 ASIP Training Center, Wilmington, IL

A stakeholder meeting was held to assist in the preparation of the Indirect and Cumulative Impacts chapter of the Illiana Corridor Tier Two Draft EIS, and to update the city and gather information on the current status of the Illiana project. A. Hodges and J. Frascella conducted the interview regarding the Indirect and Cumulative impacts, and S. Schilke gave a brief status update on the Illiana project including corridor alignment and interchange locations.

The following items were discussed:

- The Illiana project is not currently shown on Wilmington's Comprehensive Plan. The Comprehensive Plan, adopted September 2008, will be updated to include the Illiana Project.
- The Illiana Corridor will have an impact on three residential subdivisions near the corridor.
- A full access interchange at Rt. 129 expands the commercial potential related to the proposed Ridgeport Intermodal Center and is viewed as a positive impact. Wilmington would annex more land for commercial development at Rt. 129 near golf courses.
- The interchange at Rt. 53 does not help Wilmington as there is no potential for growth there.
- Almost all of developed Wilmington is 2.5 miles from an interchange.
- Depending on the route, there is friction north of town. CenterPoint and Joliet Intermodal Centers are freight destinations, which would have an impact.
- Wilmington's zoning map was updated in 2013.
- Island City Industrial Park near Midewin was earmarked by JADA for Wilmington when Midewin was established.
- Employment at intermodal centers is not primarily from Wilmington. Wilmington's labor force is mostly blue collar/construction and skilled labor.
- Intermodals have located in Wilmington for proximity to highways, the Des Plaines River and rail access.
- Environmental resources include the Kankakee River and Midewin, State parks, wetlands, floodplains, and forest preserves.
- Wilmington has annexation agreements with Manhattan and Channahon. Wilmington is not aggressively annexing land. Braidwood and Diamond to the south could challenge boundaries.
- A recent construction permit was issued for Illinois Transport, a \$13 million cold storage project.
- There is much tenant farming in Wilmington, usually on sites ranging from 800 to 2,000 acres.. Farmers are concerned about ability to move equipment over the Illiana Corridor and about field tiles used for drainage. Homestead farms are 240-400 acres; ¼ section (80 acres) and ½ section (160 acres) are usually not farmed. Corn and soy beans are major crops.

Illiana Corridor Phase I Study

- The Illiana Corridor will help alleviate traffic on Routes 53 and 102. It is important to Wilmington to keep open Kankakee River Drive, Kankakee Street and Widows Road.
- Wilmington would like to keep development as contiguous as possible to minimize leapfrog development.
- Many in Wilmington are interested in sound walls. Aesthetic treatment consistent with the natural environment should be considered.
- There is concern with possible noise impacts to Water's Edge, a new development at Peotone Road and Rt. 53.
- The farming community has concerns about moving equipment across the Illiana right of way. Altered drainage patterns are also a concern.
- Wilmington has requirements for minimum lot size to avoid monotonous, "cookie cutter" development. Some real estate projects have not developed fully. Some developments include multi-family and assisted living.
- Wilmington would like technical assistance to help with planning for the Illiana Corridor, including land use impacts, tourism related to Midewin, and preserving the character of Wilmington.
- There is a concern with truck traffic in the downtown area now and the Illiana Corridor may help to improve this. Large trucks on Routes 55 and 53 avoid tolls to access intermodal centers. There could be up to 200 trucks per day from a single company.
- The population of Wilmington reached 22,000 in its "hey day". The current population is lower. Existing utilities would support a population of 15,000. Leap frog development is limited by lack of utilities to support development.
- Full buildout in Wilmington could occur with the Illiana Corridor by 2040 (population 21,000); without Illiana, buildout would not occur until 2060.
- South Suburban Airport should not be considered as part of the cumulative effects for Wilmington.
- The City said tourism related to Midewin is anticipated to be 250-500,000 visitors.
- Public transportation is not a factor for Wilmington. Limited Southwest Service Line to Manhattan if extended to Elwood could benefit Wilmington. Only a few residents of Wilmington work in Chicago and most drive on Rt. 53.
- Dark sky lighting effect is not a concern with IDOTs new directional lighting, which would reduce impacts to residential areas.
- Development and jobs related to the Illiana Corridor are a plus. Illiana will not divide the community.
- Maintaining emergency access is critical.
- Interchange options including two designs at IL 53 (a partial cloverleaf and a context-sensitive design that connects to IL 53 and South Arsenal Road), a diamond at Riley Road and a diamond at Old Chicago Road were discussed. The City prefers the Old Chicago interchange location, because it offers the most opportunity for growth around an interchange. The IL 53 interchange is constrained by undevelopable or already developed areas that are not consistent with commercial-type development. The current alignment impacts 3 residential developments and Waters Edge near IL 53 is a higher end development where proximity to an interchange is viewed as a negative.

Illiana Corridor Phase I Study

- A connection of Kavanagh Road across I-55 to connect with Strip Mine Road was discussed. S. Schilke indicated that the connection was studied and did not draw a substantial amount of traffic. R. Powell indicated that most of the traffic movement across I-55 would go to the new proposed RidgePort connector.
- M. Orr prefers “natural” type sound mitigation such as berms, rather than a sound wall.
- The Riley Road area, which is being considered as an interchange location, has drainage problems, but T. Graff stated they could be overcome with development protocols and mitigation/enhancements.
- The city was informed of the location impact of the current alignment on Bobcat Field. T. Graff stated that the city owns the land, leases it to the Wilmington Bobcats (a private organization) for \$1, and the City would be interested in continuing to provide a field for the organization if the Illiana made the current location infeasible. The cost of re-establishing the Bobcat facilities is more of a concern to the City than finding replacement property. It is estimated 2 years would be needed to find a replacement property and to get the new facility prepared.
- The City is concerned about the number of trucks through its downtown area, which is constrained by narrow right of way and intersections. They are interested in measures which would reduce truck traffic and enhance tourism, streetscape concepts, etc. They have recently hired a consultant to perform planning.
- The City was informed by IDOT that the Lorenzo Road project would be added to the Illiana EIS as a project element, due to the difficulty in coordinating it as a separate project with the logical termini of I-55 for the west end of the Illiana Corridor. The Lorenzo Road Interchange EIS was prepared by Benesch Engineers of Chicago.

The meeting concluded at approximately 7:30 PM CDT.

Attendees: See attached

Remote Attendees: none.

Stakeholder Meeting Agenda Cedar Lake

May 23, 2013, 3:00 PM

1. Introductions
2. Illiana Indirect and Cumulative Impacts Questionnaire
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Illiana Best Management Practices



Illiana Corridor Phase I Study

STAKEHOLDER MEETING SUMMARY Village of Cedar Lake, IN

Date: May 23, 2013
Time: 4:00 PM
Location: Via Telephone

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis, as well as to provide an update regarding the current status of interchanges, overpasses/underpasses, frontage roads, and the current corridor alignment alternatives.

- Cedar Lake's comprehensive plan was adopted in 2007 and updated in the fall of 2012. The comprehensive plan does not include the Illiana Corridor.
- Impacts related to the Illiana Corridor are expected to include economic development opportunities and potential water and sewer utility limitations.
- Future development in unincorporated areas of Lake County, IN near the Illiana Corridor could be serviced by Cedar Lake or Lowell.
- In addition to the comprehensive plan, regulatory controls on land development include subdivision ordinances and development standards, as well as engineering and technical requirements.
- Environmental resources, such as wetlands and hydric soils that should be preserved have already been identified.
- There is a concern with an increase in truck traffic related to the proposed interchange at US 41.
- Cedar Lake will attempt to direct development to create a contiguous pattern of growth, and to restrict fragmented growth.
- Design characteristics could have a positive effect. Trails and wildlife crossings of the Illiana Corridor should be considered. Standards for lighting and soundproofing would apply and would be sufficient to control impacts.
- Most farms in Cedar Lake are 50-100 acres in size.
- The population of Cedar Lake at buildout will be 30,000.
- Areas identified for mixed use and increased density are closer to town at 133rd Avenue.
- There are no other projects that are expected to have a regional impact that should be considered in the Cumulative Effects.

Attendees:

Randell Niemeyer, Town Council President
Ian Nicolini, Town Administrator
Allan Hodges, PB
Joanne Frascella, PB



Illiana Corridor Phase I Study

STAKEHOLDER MEETING SUMMARY Village of Cedar Lake, IN

Date: May 23, 2013
Time: 4:00 PM
Location: Via Telephone

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis, as well as to provide an update regarding the current status of interchanges, overpasses/underpasses, frontage roads, and the current corridor alignment alternatives.

- Cedar Lake's comprehensive plan was adopted in 2007 and updated in the fall of 2012. The comprehensive plan does not include the Illiana Corridor.
- Impacts related to the Illiana Corridor are expected to include economic development opportunities and potential water and sewer utility limitations.
- Future development in unincorporated areas of Lake County, IN near the Illiana Corridor could be serviced by Cedar Lake or Lowell.
- In addition to the comprehensive plan, regulatory controls on land development include subdivision ordinances and development standards, as well as engineering and technical requirements.
- Environmental resources, such as wetlands and hydric soils that should be preserved have already been identified.
- There is a concern with an increase in truck traffic related to the proposed interchange at US 41.
- Cedar Lake will attempt to direct development to create a contiguous pattern of growth, and to restrict fragmented growth.
- Design characteristics could have a positive effect. Trails and wildlife crossings of the Illiana Corridor should be considered. Standards for lighting and soundproofing would apply and would be sufficient to control impacts.
- Most farms in Cedar Lake are 50-100 acres in size.
- The population of Cedar Lake at buildout will be 30,000.
- Areas identified for mixed use and increased density are closer to town at 133rd Avenue.
- There are no other projects that are expected to have a regional impact that should be considered in the Cumulative Effects.

Attendees:

Randell Niemeyer, Town Council President
Ian Nicolini, Town Administrator
Allan Hodges, PB
Joanne Frascella, PB

Stakeholder Meeting Agenda Lake County Parks

May 23, 2013, 8:00 AM

1. Introductions
2. Illiana Questionnaires/Direct and Indirect and Cumulative Impacts Questions
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Illiana Best Management Practices

MEETING SIGN-IN SHEET

Date: May 23, 2013
Location: Cedar Lake Ministries, Cedar Lake, IN
Purpose: Lake County Parks Stakeholder Meeting

Name	Representing	Email Address
1. <u>Rick Rampone</u>	<u>Parsons Brinckerhoff</u>	<u>ramponera@pbworld.com</u>
2. <u>CRAIG ZANOSTRA</u>	<u>LAKE COUNTY PARKS</u>	<u>CRAIGZ@LAKECOUNTYPARKS.com</u>
3. <u>Ed Leonard</u>	<u>Parsons Brinckerhoff</u>	<u>leonarde@pbworld.com</u>
4. <u>Jim Farl</u>	<u>jeimle.indot.in.gov</u>	<u>INDOT</u>
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Illiana Corridor Phase 2 Study

STAKEHOLDER MEETING SUMMARY

Lake County Parks Department

Date: May 23, 2013
Time: 8:00 AM (Central)
Location: Cedar Lake Ministries – 13701 Lauerman Street, Town of Cedar Lake, IN

Introductions of meeting attendees was held. J. Earl then provided an update of the current status of the Corridor B3 alignment alternatives including roadway alignment, interchange locations, and current road connectivity approach (overpasses, underpasses, and frontage roads). R. Rampone stated that the Illiana drainage approach was presented to the Lake County Surveyor on May 21 and that the initial response from the Surveyor's Department was positive. E. Leonard presented conceptual approach of application of Best Management Practices (BMP's). The discussion was then opened to the Lake County Parks Department to present their questions and concerns:

C. Zandstra, Lake County Parks, indicated there is a significant lack of protected open spaces in Lake County – compared to Cook County, IL (90,000 acres of protected open space) and Will County, IL (50,000 acres of protected open space) – Lake County currently has only 18,000 acres of protected space.

C. Zandstra suggested that as part of the project, open areas could be protected along West Creek and the Cedar Lake Marsh.

C. Zandstra indicated that Illinois has a Park District Law that establishes legal processes for forming and maintaining park districts, Indiana does not have a similar process.

C. Zandstra stated that the Lake County Parks Department would be interested in transfer of ownership and maintenance of mitigation measures for the Illiana project. A couple of specific property parcels discussed were the Roberts property, east of Cedar Lake Marsh, and the Frumpkin property (approx 90 acres), located west of Lowell and south of the proposed Illiana alignment. He indicated he would provide R. Rampone with a map showing some potential mitigation areas within proposed Lake County Parks sites. Some willing sellers exist within and outside these boundaries. He had met with Greg Quartucci of J.F. New/Cardno and went over these sites and a couple of others.

C. Zandstra questioned the type of development that would occur as a result of the Illiana. E. Leonard responded that forecasts indicated that there would be some possible commercial development near interchanges, but that Lake County and the local communities could control the type and extent of development.

C. Zandstra indicated that both West Creek and Cedar Creek Townships have consulted with Lake County Parks Department regarding ideas and plans for future park facilities.

The meeting concluded at approximately 9:15 am (Central)

Attendees: (see attached Sign-In Sheet)

Stakeholder Meeting Agenda Lake County Board

May 24, 2013, 10:15 AM

1. Introductions
2. Illiana Direct and Indirect and Cumulative Impacts Questionnaire
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Illiana Best Management Practices



Illiana Corridor Phase 2 Study

STAKEHOLDER MEETING SUMMARY

Lake County Board of Commissioners

Date: May 24, 2013
Time: 11:15 AM (Central)
Location: Cedar Lake Ministries – 13701 Lauerman Street, Town of Cedar Lake, IN

Introductions of meeting attendees was held. J. Earl then provided an update of the current status of the Corridor B3 alignment alternatives including roadway alignment, interchange locations, and current road connectivity approach (overpasses, underpasses, and frontage roads). R. Rampone stated that the Illiana drainage approach was presented to the Lake County Surveyor on May 21 and that the initial response from the Surveyor's Department was positive. E. Leonard presented conceptual approach of application of Best Management Practices (BMP's). The discussion was then opened to Dan Repay, Lake County Commissioner representing the 3rd District for questions and concerns:

D. Repay stated that the Lake County 3rd District is not directly impacted by the Illiana highway but is very interested in participating in the planning process as northern Lake County will likely see some benefits from the project.

D. Repay expressed a concern that north bound I-65 traffic, and US 41/US 30, will be worse with the Illiana, and that will eventually need to be addressed by INDOT.

D. Repay questioned how the Illiana fit in with the NIRPC 2040 plan. J. Earl discussed conformity, coordination, and how relief of I-80/94 congestion will benefit the Gary Airport and northern Lake County.

D. Repay stated that he would like to see a future extension of the Illiana eastward to I-80/94.

D. Repay expressed that the concept of an Illiana toll way frustrates northwest Indiana. Why does Indianapolis get non-tolled roadway facilities while NW Indiana seems to always get tolled facilities?

D. Repay indicated that based on public comments he has received, State Route 10 should be used instead as the alignment for the Illiana. The B3 Alternative seems to benefit Illinois more and Lake County has an issue with Porter and LaPorte counties wanting to end the Illiana highway at I-65.

The meeting concluded at approximately 12:15 pm (Central)

Attendees: (see attached Sign-In Sheet)

STAKEHOLDER MEETING SUMMARY

Northwest Indiana Forum

Date: May 24, 2013
Time: 12:45 PM (Central)
Location: Cedar Lake Ministries – 13701 Lauerman Street, Town of Cedar Lake, IN

Introductions of meeting attendees was held. J. Earl then provided an update of the current status of the Corridor B3 alignment alternatives including roadway alignment, interchange locations, and current road connectivity approach (overpasses, underpasses, and frontage roads). R. Rampone stated that the Illiana drainage approach was presented to the Lake County Surveyor on May 21 and that the initial response from the Surveyor's Department was positive. E. Leonard presented conceptual approach of application of Best Management Practices (BMP's). The discussion was then opened to the Northwest Indiana Forum to present their questions and concerns:

M. Maassel, Northwest Indiana Forum, indicated that he supports the indicated approaches on drainage, BMP's and environmental features associated with the Illiana project.

M. Maassel noted that the Illiana project team needs to make a stronger argument with the NIRPC 2040 committee, specifically on the environmental aspects of the project, in order to get their approval for the plan amendment.

E. Leonard described that traffic forecasts indicate that constructing the Illiana will, in effect, free up almost a lane of the Borman Expressway currently utilized by through truck traffic. This lane capacity would be quickly filled, but it would be by local commuters which would reduce travel times for work and shopping. M. Maassel indicated that in his opinion, adding a another lane to the Borman Expressway would not do much for the area due to the high number of through trips. However, relieving Borman traffic by providing a new through truck route increases availability of commuter/car traffic on the Borman that would be more likely to 'stop' in Gary, Hammond, etc.

E. Leonard described that projections show that growth and change in southern Lake County will happen regardless of the Illiana. M. Maassel agreed with this statement and that change will happen no matter what, and that the Illiana project is ahead of the curve for accommodating that growth and change.

M. Maassel stated that the Illiana is serving as a catalyst for the Lake County communities to think about land use and how they will attempt to accommodate growth.

M. Maassel feels that the Illiana highway is in the right place. However, if the highway is designated as a hazardous waste route, the local EMS providers will require appropriate training and it may impede development.

In response to a question by M. Maassel, J. Earl indicated that NIRPC would approve the Illiana No-Build alternative in June and will vote on the Illiana Build alternative in October. M. Maassel suggested the following talking points for NIRPC: growth will happen no matter what, and environmental issues will happen no matter what. The Illiana project will help with both of these issues. He further indicated that congestion/air pollution improvements will resound well in the development and business communities.



Illiana Corridor Phase 2 Study

The meeting concluded at approximately 1:45 pm (Central)

Attendees: (see attached Sign-In Sheet)

MEETING SIGN-IN SHEET

Date: May 24, 2012

Location: Cedar Creek Ministries

Purpose: Stakeholder Meeting with West Creek Township

Name	Representing	Email Address
1. <u>Rich Lampson</u>	<u>Parsons Brinckerhoff</u>	<u>rlampson@pbworld.com</u>
2. <u>Pat Musterman</u>	<u>West Creek Twp</u>	<u>lucetpcts1-5@att.net</u>
3. <u>Harold Munn</u>	<u>" "</u>	
4. <u>Katie Kukielka</u>	<u>IDOT / AECOM</u>	<u>katie.kukielka@illinois.gov</u>
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STAKEHOLDER MEETING SUMMARY

West Creek Township

Date: May 24, 2013
Time: 8:00 AM (Central)
Location: Cedar Lake Ministries – 13701 Lauerman Street, Town of Cedar Lake, IN

Introductions of meeting attendees was held. The discussion was then opened to the West Creek Township representatives to present their questions and concerns:

H. Mussman, West Creek Township Assessor, and Pat Mussman stated that West Creek Township wants to stay as-is. The township wants the type of development that will fit in with the existing community. They expressed concern that Lake County planners may have a different vision for the area surrounding the Illiana (short term gas stations, restaurants, etc.). They also feel that water supply issues may dictate development.

The Mussman's stated that the Illiana project team staff needs to be more respectful towards landowners, and demonstrate better understanding and compassion towards their situations.

Regarding emergency service (EMS) providers, the townships are involved in funding those services and the Illiana highway will stretch already thin budgets. The P3 concessionaire needs to provide financial assistance.

The Mussman's stated that the Illiana highway does not provide a lot of benefits for those located directly near it.

The Mussman's stated that people in the area are getting laid off, and health care reform may decrease jobs even more. West Creek Township does not want low-income jobs resulting from the Illiana highway in West Creek Township which will result in an influx of people who will have trouble supporting themselves.

The Mussman's did acknowledge that road connectivity had improved since the last iteration.

The Mussman's also indicated that application of dry hydrants and funding for EMS providers may be beneficial to a need to establish a fire territory by proving an increased need.

The meeting concluded at approximately 9:30 am (Central)

Attendees: (see attached Sign-In Sheet)

STAKEHOLDER MEETING SUMMARY

Village of University Park, IL

Date: May 28, 2013
Time: 3:30 PM
Location: Via Phone

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis.

- The population of University Park is currently around 7,000. At full build-out in year 2030, the population is expected to grow to approximately 11,000, mostly from additional students (at Governors State University, GSU) coming into the community.
- The Village believes that Illiana would tend to attract growth south of University Park, including hotels, etc. Illiana will support growth in the Industrial Park and provide better access for both the technology and transportation industries.
- The more connections to University Park from Illiana, the better, particularly for better access and improved traffic flow to GSU.
- The Village would like to preserve its natural resources, including wetlands and parks.
- The Village has recently experienced significant growth, and variety of growth. The 4-year college (GSU) is a huge success and the Village is very pleased with the technology industry development coming down Cicero at various industrial parks.
- The Village stated that the Metra extension (southerly from UP) will be a great benefit for University Park, including increasing access for students and the 71 companies in the industrial park area. Proposed transit-oriented development around the Metra station is in the Comprehensive Plan.
- The Village is supportive of plans for the South Suburban Airport. This and other major projects in the area have the potential to bring in additional jobs and revitalize the area.
- The Comprehensive Plan (last updated in May 2007) will be updated in the near future. The current zoning map was last updated in April 2013.
- The Village does not have planning jurisdiction beyond its municipal boundaries, although the mayor has a lot of input into the regional plans.

The meeting concluded at approximately 4:15 PM

Attendees (Via Phone):

Johnna Townsend, Executive Liason, Village of University Park
Lafayette Linear, Village Manager, Village of University Park
Ross Burgess, Public Works Foreman, Village of University Park
Sue Sanfratello, Deputy Clerk, Village of University Park
Val Williams, Robinson Engineering
Allan Hodges, PB
Caroline Ducas, PB



Illiana Corridor Phase I Study

Stakeholder Meeting Agenda Will County

May 28, 2013, 12:45 PM

1. Introductions
2. Illiana Questionnaires/Direct and Indirect and Cumulative Impacts Questions
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items

STAKEHOLDER MEETING SUMMARY

Will County, IL Board

Date: May 28, 2013
Time: 12:45 PM
Location: Local 150 Building, Wilmington, IL

The primary purpose of the meeting was to discuss topics related to the indirect and cumulative impacts analysis, as well as to provide an update regarding the current status of interchanges, overpasses/underpasses, frontage roads, and the current corridor alignment alternatives.

- The Will County 2040 Land Resources Management Plan (LRMP) and the Will County 2030 Transportation Plan both discuss the need for the Illiana, but currently do not include an exact location for the facility due to Corridor B3 just recently being identified and due to ongoing Tier Two studies. The County doesn't expect major changes to the plans in response to Illiana; rather, these plans will just be refined based on Corridor B3.
- Modeling done as part of the Will County 2030 Transportation Plan did not include the Illiana as it did not exist as a project at that time and, therefore, some county roads that needed significant improvements will no longer need those improvements if the Illiana is implemented. For example, without the Illiana, Wilmington-Peotone would have needed to become a 4-lane facility; with the Illiana, Wilmington-Peotone Road will remain a two-lane rural facility for the foreseeable future.
- The County's biggest concern regarding the Illiana Corridor is the closure of county highways. The County would like to keep county highways connected to maintain community cohesion and mitigate potential evacuation issues (for example, during natural disasters). At this time, the County is satisfied with the non-closures proposed.
- The County is trying to push future development towards the municipalities. As densities increase, the County's position is to encourage developers to approach municipalities for annexation plans.
- The County feels that the Aqua Illinois proposal now before the ICC, has the potential to cause more leap-frog development than the Illiana if water supply connections in the unincorporated area are allowed. The County does not believe that the growth projections associated with development of the Illiana are significant obstacles or are sprawl inducing. The County feels the projections are very manageable from a land use planning perspective. The County doesn't expect a large change in development trends in unincorporated areas; in other areas, the County expects annexation.
- Understanding that some development will occur, the County would like to maintain its rural character. The farming community generally does not see the value of giving up 400+ feet of right of way for what will be accomplished with Illiana due to negative impacts such as separated/triangle fields; this is also a huge emotional issue with the farming community since it has been settled since 1830s.
- South Suburban Mayors' Association's Green Zone plan for cargo and transit-oriented development would be a good plan to look at.
- The County believes that the Illiana will significantly help in moving grain across the County to and from the intermodal facilities.
- The interchange at IL-53 has caused the most concern with the community. It will be important to acquire the land for the corridor and associated interchange in the least impactful way.
- Steve Schilke gave the County an update on the upcoming Public Private Partnership (P3) Industry Forum that will take place on June 24th & 25th.



Illiana Corridor Phase I Study

- Steve Schilke reviewed the plan of the proposed roadway footprint and all associated roadway closures.
- The County suggested that workers have proof of insurance physically with them when they enter land for work related to Illiana in order to prevent delays in accessing properties.
- The County believes that the Illiana project will be the first developed referring to other planned projects such as the South Suburban Airport, planned sewer line extensions, and extension of Metra Commuter rail south of University Park to Peotone and possibly as far as Kankakee County municipalities. If the latter happens, The County thinks that development pressures will develop first east of I-57.

The meeting concluded at approximately 2:35 PM

Attendees:

County Executive Larry Walsh
County Board Speaker Herbert Brooks
County Board Member Diane Seiler, Public Works and Transportation Committee Chairwoman
County Board Chief of Staff Bruce Friefeld
County Engineer Bruce Gould
County Executive Chief of Staff Nick Palmer
Senior Transportation Planner, Alicia Hanlon
Land Use & Planning Director, Curt Paddock
Emergency Services Director Harold Damron
Senior Planner, Colin Duesing
Steve Schilke, IDOT
Katie Kukielka, AECOM
Rick Powell, PB
Jamy Lyne, PB
Caroline Ducas, PB
Allan Hodges, PB (by phone)
Sean LaDieu, HR Green

Remote attendees: None

Stakeholder Meeting Agenda Wilton Township

May 28, 2013, 8:00 AM

1. Introductions
2. Illiana Questionnaires
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items



201 W. Center Court
Schaumburg, Illinois 60196

100 N Senate Avenue, #N642
Indianapolis, Indiana 46204

www.illianacorridor.org

MEETING SIGN-IN SHEET

Date: 5 / 28 / 13

Location: Local ISO ASIP- WILMINGTON

Purpose: MEETING w/ WILTON TWP. -

Name	Representing	Email Address
1. <u>Rick Power</u>	<u>PARSONS BRINCKERHOFF</u>	<u>power@pbworld.com</u>
2. <u>KATIE KUKIELKA</u>	<u>AECOM/IDOT</u>	<u>katie.kukielka@illinois.gov</u>
3. <u>Gynith Borden</u>	<u>Wilton Township Supv.</u>	<u>B Borden 950 ad</u>
4. <u>Ray Nugent Jr.</u>	<u>" " Highway Comm</u>	<u>r.nugentjr@aol.com</u>
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Illiana Corridor Phase I Study

Meeting Summary

Wilton Township

Date: May 28, 2013

Time: 8:00 AM CDT

Location: Local 150 ASIP Training Center, Wilmington, IL

A stakeholder meeting was held to gather information to assist in the preparation of Indirect and Cumulative Impacts for the Illiana Corridor Tier Two Draft EIS, and to update the township and gather information on the current status of the Illiana project. K. Kukielka and R. Powell gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

The following items were discussed:

- R. Nugent would like to see the toll concession be operated by primarily U.S. interests rather than foreign-owned. He was also concerned about how the state of IL could afford to go forward with their part of the project.
- R. Nugent had concerns about the closing of 128th Road/Elevator Road and strongly suggested it remain open. With the potential opening of Cedar Road as an interchange, farm vehicles already avoid Cedar Road “like the plague” and will be further discouraged from using it, but will be forced onto Cedar as the most convenient route if 128th is not kept open. 128th was presented by Mr. Nugent as one of the longer detour routes for vehicles that need to detour along the Illiana. Mr. Nugent sees this as a vital safety issue, with the mixture of high speed vehicles on Cedar with slow moving farm vehicles, and increasing the potential for fatal and other crashes.
- Wilton Township maintains both 120th and 128th Roads; 120th is the boundary with Peotone Township. They would not favor a swap of 120th (now shown open) with 128th (now shown closed) and commented that Peotone Township may not want 120th closed either.
- There is not a lot of concern with closure of Walsh Road.
- The township requested the study team provide information on how Kevin and Jody Cavanaugh’s driveway will be maintained. They live just east of Cedar Road and appear to be affected by the interchange.
- The township also requested an updated print of the aerial roll map.
- The township was interested in how the No Build is addressed in Tier Two. It was explained that the No build is essentially the same as Tier One, with population and employment forecasts and travel performance based on no Illiana, but the implementation of other plans in the 2040 time frame.

The meeting concluded at approximately 6:30 PM CDT.

Attendees: See attached

Remote Attendees: none

Stakeholder Meeting Agenda Florence Township

May 29, 2013, 12:45 PM

1. Introductions
2. Illiana Questionnaires
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items



201 W. Center Court
Springburg, Illinois 60196

100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204

MEETING SIGN-IN SHEET

Date: May 29, 2013

Location: Local ISC ASIP - Wilmington

Purpose: Meeting with Florence Township

Name	Representing	Email Address
1. <u>Kate Kukiela</u>	<u>IDOT/AECOM</u>	<u>kate.kukielka@illinois.gov</u>
2. <u>Jim Haerys</u>	<u>FLORENCE TWP</u>	<u>FLOTWP@AIR-WAYS.com</u>
3. <u>Bill Long</u>	<u>Florence Twp</u>	<u>wplong7456@hotmail.com</u>
4. <u>Rich Ponell</u>	<u>PARSONS Brinckerhoff</u>	<u>ponellr@pbworld.com</u>
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INDIANA DEPARTMENT OF TRANSPORTATION



Illiana Corridor Phase I Study

Meeting Summary Florence Township

Date: May 29, 2013

Time: 12:45 PM CDT

Location: Local 150 ASIP Training Center, Wilmington, IL

A stakeholder meeting was held to gather information to assist in the preparation of Indirect and Cumulative Impacts for the Illiana Corridor Tier Two Draft EIS, and to update the township and gather information on the current status of the Illiana project. K. Kukielka and R. Powell gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

The following items were discussed:

- The various IL 53 access options were discussed, including directly on IL 53, the design that had access onto S. Arsenal and IL 53, and alternate “offset” locations at Riley Road and Old Chicago Road. The township had several questions on who would maintain Riley Road if it were proposed as an interchange location. They would prefer the IL 53 interchange be right at IL 53 so that impacts to local roads would be reduced. The township currently has a \$60k annual budget from property taxes, supplemented by revenue from tipping fees from the landfill, but at some point the tipping fees will end when the landfill is closed.
- The township suggested the interchange be moved west of Riley Road if it cannot be built right at IL 53 for historic preservation reasons. The Riley farmsteads were identified on the aerial map of the Riley interchange, and the desire to reduce bisection of their property.
- J. Harrys did not understand the school districts’ preference for either Riley or Indian Trail to be left open – he thought Indian Trail would be a better open road as far as the school district is concerned, but the township has no objection to keeping Riley open.
- Florence Township is only ½ township, and needs access to the north to service a triangular area outside Midewin to the north of Illiana. Their first preference is to keep Symerton Road open. Their second preference is to extend Commercial Street to the east, connecting Martin Long with Warner Bridge which is now slated to remain open. The township believed that extending Commercial east would cost more than a Symerton Road overpass, especially considering the cost of providing a stream crossing. There is a deep ditch near Martin Long Road that needs to be accommodated in the design if Commercial Street is extended.
- The township also asked about the possibility of using the proposed Wauponsee Trail overhead crossing for access. The township prefers a cul-de-sac rather than a hammerhead for a turnaround where closures to its roads are proposed. It should accommodate a school bus, snowplow and garbage truck turning radii.

The meeting concluded at approximately 2:00 PM CDT.

Attendees: See attached



Illiana Corridor Phase I Study

Remote Attendees: S. Schilke

Draft

Stakeholder Meeting Agenda Peotone Township

May 29, 2013, 3:00 PM

1. Introductions
2. Illiana Questionnaires
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items



201 W. Center Court
Schaumburg, Illinois 60196

100 N Senate Avenue #N642
Indianapolis, Indiana 46204

MEETING SIGN-IN SHEET

Date: May 29, 2013
 Location: ASIP Local ISO Wilmington IL
 Purpose: Stakeholder Mtg. - PEOTONE TRIP

Name	Representing	Email Address
1. <u>Rick Ponell</u>	<u>PARSONS BRINCKERHOFF</u>	<u>ponellw@pbworld.com</u>
2. <u>GENE YOUNKER</u>	<u>PEOTONE TOWNSHIP</u>	<u>GYOUNKER@ISWAN.NET</u>
3. <u>Dave Cann</u>	<u>Peotone Township</u>	<u>d.cann@comcast.net</u>
4. <u>KATIE KUKIGUKA</u>	<u>IDOT - AECOM</u>	
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INDIANA DEPARTMENT OF TRANSPORTATION



Illiana Corridor Phase I Study

Meeting Summary Peotone Township

Date: May 29, 2013

Time: 3:00 PM CDT

Location: Local 150 ASIP Training Center, Wilmington, IL

A stakeholder meeting was held to gather information to assist in the preparation of Indirect and Cumulative Impacts for the Illiana Corridor Tier Two Draft EIS, and to update the township and gather information on the current status of the Illiana project. K. Kukielka and R. Powell gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

The following items were discussed:

- The township was pleased that there are no road closures in their township, and the alignment changes that have been made to avoid the Hack property and the new Township building on Kennedy Road. They had no comment on Ridgeland Ave. open or closed as it is not their jurisdiction.
- The township would like to see 120th Avenue remain open; it is the boundary road with Wilton township and maintained by Wilton.
- The IL 50 interchange was discussed, and the preferred option keeps Kennedy Road (maintained by the township) intact. Kennedy Road would need to be upgraded to allow 80,000 lb. trucks between the interchange ramp (east of IL 50) and IL 50 itself. The township preferred that option to the other interchange design which cut off Kennedy with a cul-de-sac to the east and forced a re-alignment over the CN tracks.
- The excursions of alignment outside the Tier One 2000' corridor were discussed. G. Younker requested the study team look at aligning the corridor where it crosses 104th Ave, a little to the south so that it would be adjacent to the power lines and further from a residential subdivision to the north. Both G. Younker and D. Cann agreed the overall re-alignment to avoid the compost farm seemed a better solution than the original route.
- S. Schilke discussed the P3 forum, the different commercial structures that might be used in implementing P3, the dismissing of a non tolled option, and the potential schedule for awarding the P3, acquiring land, and construction.

The meeting concluded at approximately 4:30 PM CDT.

Attendees: See attached

Remote Attendees: S. Schilke

Stakeholder Meeting Agenda Wilmington Township

May 29, 2013, 4:30 PM

1. Introductions
2. Illiana Questionnaires
3. Current Status of Corridor Alignment Alternatives
 - Roadway Alignment
 - Interchange Locations
 - Road Connectivity (Overpasses, Underpasses & Frontage Roads)
4. Other Items



201 W. Center Court
Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642
Indianapolis, Indiana 46204

MEETING SIGN-IN SHEET

Date: May 29, 2013
Location: ASIP Local ISO Wilmington IL
Purpose: Stakeholder Mtg. Wilmington Twp.

Name	Representing	Email Address
1. <u>Rex Powell</u>	<u>Potomac Brucknerhoff</u>	<u>powellw@pbworld.com</u>
2. _____	_____	_____
3. _____	_____	_____
4. <u>Steve S.</u>	_____	_____
5. _____	_____	_____
6. <u>Bill Weidling</u>	<u>Wilmington Twp</u>	<u>billweidling@gmail.com</u>
7. _____	<u>Highway Commissioner</u>	_____
8. _____	_____	_____
9. <u>JERRY STEWART</u>	<u>WILMINGTON TOWNSHIP</u>	<u>wilmingtontownship@aol.com</u>
10. _____	<u>TOWNSHIP SUPERVISOR</u>	_____
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INDIANA DEPARTMENT OF TRANSPORTATION



Illiana Corridor Phase I Study

Meeting Summary Wilmington Township

Date: May 29, 2013

Time: 5:30 PM CDT

Location: Local 150 ASIP Training Center, Wilmington, IL

A stakeholder meeting was held to gather information to assist in the preparation of Indirect and Cumulative Impacts for the Illiana Corridor Tier Two Draft EIS, and to update the township and gather information on the current status of the Illiana project. S. Schilke (remote) gave a brief status update on the Illiana project including corridor alignment and interchange locations, including the forthcoming P3 forum.

The following items were discussed:

- Building impacts in Wilmington Township were discussed.
- The township wanted to know if the south Suburban Airport would have an Illiana access. S. Schilke responded that the SSA's inaugural airport access is a single access off of I-57 and no additional southern access to Illiana is currently planned.
- Interchange options including two designs at IL 53 (a partial cloverleaf and a context-sensitive design that connects to IL 53 and South Arsenal Road), a diamond at Riley Road and a diamond at Old Chicago were discussed.
- None of Wilmington Township roads will be closed by the project; the only road they maintain is Kankakee River Drive which will remain open.
- The township was informed the Lorenzo Road project would be added to the Illiana EIS as a project element, due to the difficulty in coordinating it as a separate project with the logical termini of I-55 for the west end of the Illiana Corridor. The preferred option at Lorenzo that was previously studied in the I-55 Wilmington EA study was reviewed. The state maintains two frontage roads at the interchange; the west frontage road will be closed with the new Lorenzo interchange plus the redevelopment by RidgePort, and the east frontage road will be re-routed to connect to Widows Road north of the Illiana route.

The meeting concluded at approximately 6:30 PM CDT.

Attendees: See attached

Remote Attendees: S. Schilke



201 W. Center Court
Schaumburg, Illinois 60196

100 N Senate Avenue #N642
Indianapolis, Indiana 46204

INDIANA CORRIDOR

MEETING SIGN-IN SHEET

Date: June 19, 2013
Location: Washington Twp Bldg.
Purpose: Stakeholder Meeting

Name	Representing	Email Address
1. <u>Rich Powell</u>	<u>Persens Brinckerhoff</u>	<u>powellw@pbworld.com</u>
2. <u>Katie Kukielka</u>	<u>IDOT</u>	<u>katie.kukielka@illinois.gov</u>
3. <u>MIKE STANLA</u>	<u>NSH TWP</u>	<u>MES.ARCH@SBCGLOBAL.NET</u>
4. <u>STEVE SCHILKE</u>	<u>IDOT</u>	<u>steven-schilke@illinois.gov</u>
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Illiana Corridor Phase I Study

Meeting Summary Washington Township

Date: June 19, 2013

Time: 3:00 PM CDT

Location: Washington Township offices, Beecher, IL

A stakeholder meeting was held to update Washington Township and gather information on the current status of the Illiana project. S. Schilke gave a brief status update on the Illiana project including corridor alignment, road closures and interchange locations.

The following items were discussed:

- S. Schilke reviewed previous meetings with the township and with the local intergovernmental group. M. Stanula identified himself as the person who won the recent local election over former supervisor R. Howard, who the study had coordinated with in the past.
- The over/under status of roads was discussed. State Line was identified as under the Illiana, while Yates and Ashland were identified as over the Illiana. Cottage Grove, if left open, would likely be over the Illiana. S. Schilke also described the previous coordination with school and emergency services representatives that led to Yates being open, and that there is stakeholder interest in keeping Cottage Grove and/or Stony Island open also. Mr. Stanula identified himself as an architect who is also affiliated with the local school district, and he was familiar with the school's position on keeping Yates open as the most beneficial.
- R. Powell identified recent coordination with Forest Preserve District of Will County and their desire for a joint resolution with local governments for a trail crossing to serve the proposed Vincennes Trail, which could be combined with a vehicular crossing at Cottage Grove. M. Stanula indicated he was supportive of the Vincennes Trail and was aware of the location problems experienced by the FPD in acquiring property for the extension to the south.
- M. Stanula indicated that some new township board members live adjacent or near to some of the Illiana crossings.
- M. Stanula indicated he had received the I&C questionnaire but hadn't filled it out and returned it yet, but that he would.
- S. Schilke asked if a meeting with the full township board would be beneficial. Mr. Stanula indicated yes, and that the next board meeting was July 1, 2013 at 7 pm.

The meeting concluded at approximately 4:30 PM CDT.

Attendees: See attached

Remote Attendees: None.